

For EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
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Hongkong Daily Press.

ESTABLISHED 1857

By Appointment to H.M.
the King.
When you feel thoroughly
exhausted after a heavy
day's work, begin your
dinner with a
BOVRIL
SOUP
and so ward off indigestion.

No. 15,848. 號八十四百八千五萬一第 日五十月元年九第 HONGKONG, FRIDAY, FEBRUARY 5TH, 1909. 五拜禮 號五月二年九零百九千一英港香 PRICE, \$3 PER MONTH.

THERMOS FLASKS
LARGE AND SMALL SIZES.
HOT or COLD beverages maintained at
original temperature for 24 hours.
INVALUABLE TO SPORTSMEN.
A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.
[a30]

NEW PIANOS
ON HIRE
AT \$10 PER MONTH.
TUNING AND
REGULAR
ATTENTION
INCLUSIVE.

S. MOUTRIE & CO.,
LIMITED.
CHATER ROAD.

Hongkong, 1st October, 1908. [a40-1]
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th April, 1908. [a1647]

THE GRAND HOTEL.
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.
Best Wines and Liquors Supplied.
Special arrangements for a long stay.
F. DOMBALLE, Proprietor.
M. MAILLE, Proprietress.

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 10 minutes.
3.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAYS.
Extra Cars at 11.30 p.m. and 11.45 p.m.
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8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 9th May, 1907. [1374]

司公木興昌商英
THE PACIFIC COAST LUMBER MILLS, LTD.
VANCOUVER, BRITISH COLUMBIA, CANADA.
MANUFACTURERS OF
DOUGLAS FIR (OREGON PINE)
TIMBERS
FOR
DOCK-YARDS: DECKING, SHEATHING, TIMBERS, SPARS, &c.
RAILWAYS: SLEEPERS, TIMBERS, PILES AND CAR-STOCK.
Shipments made direct from our Saws to the Consumer in South China.
THOS. W. KYDD, Oriental Representative,
Telephone 373. Office No. 30, Prince's Buildings, Opposite King Edward Hotel.
Hongkong, 14th November, 1908. [a1565]

WATKINS
RED CROSS WHISKY
IS THE BEST.
THE SECRET OF ITS POPULARITY IS INSIDE
EVERY BOTTLE.
PRICE \$14 PER DOZEN.
WATKINS LIMITED.
CHEMISTS AND DRUGGISTS.
31, Queen's Road Central.
Hongkong, 22nd January, 1909. [a39]

CUTLER, PALMER & CO.,
WINE & SPIRIT MERCHANTS
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.
BRANDY ★★★★★ - - - For Case. \$22.50
" ★★★★★ - - - 20.00
" ★★★★★ - - - 17.00
WHISKY, PALL MALL - - - 20.00
" JOHN WALKER & SONS' - - - 12.50
" OLD HIGHLAND - - - 10.50
" C. P. & CO'S SPECIAL - - - 10.50
BLEND - - - 20.00
PORT WINE, INVALIDS - - - 13.50
" DOURO - - - 14.75
SHERRY, FINE SUPERIOR - - - 16.00
" LA TORRE - - - 18.50
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" AMOROSO - - - 23.00
" ROYAL AMONTILLADO - - - 26.50
" CURIO SOLERA - - - Qts. 40.00 Pts. 42.00
BENEDICTINE D.O.M. - - -
THE ABOVE ARE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.
[a51]

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SPECIAL OFFER FOR ONE MONTH OF OUR SUPERB STOCK
OF SUITINGS AT THE FOLLOWING EXCEPTIONAL PRICES
FOR CASH.
SCOTCH AND CHEVIOT TWEED SUITS
ANGOLAS, CASHMERES AND LLAMAS
AT \$35, \$38, \$40 & \$45.
BLUE AND BLACK SERGES, VICUNAS, &c.
AT \$35, \$38 & \$40.
CASHMERE TROUSERS - - - \$12 \$14 \$16
FANCY VESTS - - - \$7.50 \$8.50 \$10
OVERCOATS - - - \$35 \$40
DRESS SUITS SILK LINED - - - \$75 \$85
DRESS DINNER SUITS SILK LINED - - - \$70 \$80
NOTE.—All above Materials are quite NEW, and of the very best quality and Latest Patterns.
LANE, CRAWFORD & CO.
Hongkong, 11th January, 1909. [a33]

The GOLD MEDAL for Quality in the
France-British Exhibition has been awarded to
"WHITE HORSE"
WHISKY.
To His Majesty
THE KING.
By Royal
Appointment.
LANE, CRAWFORD & CO.
SOLE AGENTS.
MACKIE & CO. DISTILLERS LTD.
LARGAVIN DISTILLERY, ISLAY.
ESTAB. 1742.
GLENLIVET
Quality
the Secret of
Success.
\$15 PER DOZ.
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a34]

THEATRE ROYAL.
CITY HALL.
BY SPECIAL REQUEST.
THE HONGKONG AMATEUR
DRAMATIC CLUB
WILL PRESENT
"A COUNTRY GIRL."
ON FRIDAY AND SATURDAY,
19TH AND 20TH FEBRUARY, 1909.
PRICES AS USUAL.
Booking at the ROBINSON PIANO COMPANY, Opens at 10 o'clock A.M.
on FRIDAY, 12th February.
Hongkong, 3rd February, 1909. [a73]

"POLO" BRAND
SCOTCH WHISKY.
(HOME BOTTLED)
\$15.00 PER DOZEN.
SOLE AGENTS—
CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.
Hongkong, 29th January, 1909. [a35]

BREWER & CO., LIMITED.
PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE, No. 696.
ANNUALS, 1909.
WHITTAKER'S ALMANAC. PAPER 80 CENTS; CLOTH .. \$2.00
WINNING POST (WINTER) ANNUAL .. 80
HAZELL'S ANNUAL .. 3.10
DAILY MAIL YEAR BOOK .. 40
DONALDSON'S ENGINEERS ANNUAL .. 80
LLOYD'S CALENDAR .. 2.25
NEW COLONIAL NOVELS; \$1.75 EACH OR 3 FOR \$5.
SOME LADIES IN HASTE, by Robert W. Chambers.
DAVID BEAN, by Morley Roberts.
A SCOUT'S STORY, by Owen Vaughan.
WE OF THE NEVER NEVER, by Mrs. E. Nesbit.
THE IRON HEEL, by Jack London.
THE CONVENTION, by Robert Hugh Benson.
PRINCESS PENNILESS, by S. K. Crockett.
A SET OF SIX, by Joseph Conrad.
SIXTY-NINE, BURNHAM ROAD, by Pett Ridge.
THE ALTAIR STAIRS, by G. B. Lancaster. [a32]

WANTED
COMPANION WANTED.
AN ENERGETIC & ENTERPRISING
COMPANION WANTED by a large
Firm. Must have experience gained in
European Firms and first class Bank reference.
Write first instance to—
R. Z.,
Care of "Daily Press" Office.
Hongkong, 30th January, 1909. [255]
HOUSE WANTED.
WANTED to RENT a two-storey House
in Queen's Road or Des Voeux Road
Central with Spacious Shop and dependencies
by a large Firm. Address offer to—
M. S.,
Care of "Daily Press" Office.
Hongkong, 30th January, 1909. [256]
WANTED.
FROM the 1st of April for 2 or 3 years
a 5 or 6 ROOMED HOUSE on the
PEAK, Unfurnished. Tennis Court preferred.
Apply to—
Care of "Daily Press" Office.
Hongkong, 2nd February, 1909. [268]

INSURANCES
THE GLOBUS INSURANCE COMPANY
OF HAMBURG.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1906. [282]
NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.
Authorized Capital .. £3,000,000
Subscribed Capital .. 2,750,000
Paid-up Capital .. 687,500 0 0
IL Fire Funds .. 3,066,374 15 7 1/2
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. [1019]

HONGKONG HOTEL.
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1908. [a230]

"KINGSOLERE,"
PRIVATE HOTEL.
APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.
Telegraphic Address: "SACHSOLA."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
[a45] Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"
PRIVATE HOTEL.
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone, No. 690.
Apply to— Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL
TELEPHONE 197.
No. 2, QUEEN'S ROAD CENTRAL.
Mrs. M. MATTHAEY, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel
Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHAEY,
Proprietress.
Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL.
SHAMHUN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMHUN."
SITUATED ON THE BRITISH COMMISSION.
MACAO HOTEL.
MACAO.
MANAGER—MR. H. N. BEAUREPAIRE.
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRATA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAISE PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[a1625]

"BOA VISTA"
(HOTEL-SANTARIUM OF SOUTH
CHINA).
MACAO.
THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (ss. *Sui An* and *Sui Tai*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
[a195] THE MANAGER.
HOTEL RIFORO, BEXHILL-ON-SEA.
The attention of intending visitors to
England is courteously directed to the above
Hotel, widely renowned for comfort,
and its excellent English catering and cooking.
It adjoins good Golf Links and overlooks Sea,
Sun, South and West. "Climate" sunny and
bracing. Terms from 8/- per day inclusive.
Resident Proprietress Mrs. Gibson. [266]

INTIMATION



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ESTABLISHED A.D. 1841.

FANCY TOILET ARTICLES.

HANDSOME TOILET SETS,
SILVER MOUNTED IN FANCY
LEATHER CASES,
HANDSOME PUFF BOXES,
CUT GLASS BOXES,
in Great Variety.

HAIR BRUSHES IN LEATHER CASES,
PERFUME SPRAYS,
MANICURE SETS,
SCISSORS IN CASES.

RAZORS IN CASES.

BY THE BEST MAKERS:
PATENT RAZOR STROPS, SHAVING
MIRRORS, HAND MIRRORS,
&c., &c., &c.

SMOKERS' REQUISITES

A Very Fine Selection in Great Variety—
MOROSCHAU and BIRAL PIPES, (CALA-
BASK PIPES, a Special Assortment),
SMOKERS' COMPANIONS, MOROSCHAU
and AMBER CIGAR and CIGARETTE
HOLDERS, CIGAR and CIGARETTE CASES
in real CROCODILE SKIN, SNAKE SKIN,
etc., TOBACCO POUCHES IN BEAVER,
CROCODILE, SNAKE and DOG SKIN, etc.,
TOBACCO BOXES and JARS, ASH TRAYS.

ALL THESE GOODS ARE OF THE
HIGHEST CLASS
AND SPECIALLY SELECTED.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS AND KOWLOON DISPENSARY.

Hongkong, 6th January, 1909.

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ONLY communications relating to the news
columns should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
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good faith.

All letters for publication should be written on
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No anonymously signed communications that
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HONGKONG OFFICE: 10A, DES VUEX ROAD. C

LONDON OFFICE: 131, FLEET STREET. EC

The Daily Press.

HONGKONG, FEBRUARY 5TH 1909.

It is somewhat noticeable that the under-
standing which was recently come to between
the United States and Japan as to their
policy with regard to China, is looked upon
as something new and as introducing an
element which did not before exist in the
relations between the United States and the
Far East. In truth what is set forth in the
diplomatic notes which have been exchanged
is merely an extension of the policy which
has always been adopted by the United
States in regard both to Japan and China—
but more especially in respect to the latter
—the policy, namely of exerting her influence
at all times towards the preservation of the
integrity of both countries. With respect
to Japan, the question never as used any
definite form except with regard to Russia,
as no other foreign nation had conceived
the idea of trying issues with that country;
but with reference to China the idea for
many years past was widely spread that some
European nation—most probably Great
Britain—would be compelled to, or at least
justified by circumstances, in annexing some
portion of the apparently effete Chinese
Empire. Against any such policy, which
was hinted at as far back as soon after the
Treaty of Tientsin, whose provisions the
Chinese undoubtedly endeavoured to evade,
the United States steadily set her face—and
it is not surprising, viewing the state of

public feeling among the Europeans in China,
that this policy on the part of America, was
looked upon with disfavour. It was, how-
ever, manifestly the only one which the
United States could adopt; as, until recent
years, the recognised policy of that country
was absolutely to avoid foreign conquest
and, to confine herself strictly to the develop-
ment of her own vast internal resources.
It was not unnatural that those who were in
favour of more high-handed dealing with
China, attributed the position taken by the
United States merely to her special position
—that is, that, not being able to make foreign
conquests abroad, she wished to prevent
other nations doing so to her possible detri-
ment. Events, however, have shown that
this was not the only motive which dictated
her policy—which was that which was
followed by the British Ministers at Peking
who were supposed to have been influenced
to a great extent by the attitude of America.
For this supposition, however, there does
not appear to be much foundation, and there
is good reason to believe that the repre-
sentatives of Great Britain recognised at an
early period the desirability, if possible, of
avoiding the responsibility of anything in
the form of annexation in China. At all
events England and America were quite at
one on the subject, though the Chinese
authorities always gave more credit to the
latter for this non-interfering policy, being
aware that the United States could not adopt
any other line. Later a different attitude was
assumed toward China, and there was much
talk of spheres of different foreign nations
and hints at possible annexations and a
partition of the Empire. The Japanese war,
however, effectually put an end to ideas of
this kind, by giving an object lesson such as
could not be overlooked as to what the
responsibilities were likely to be, which
would devolve upon any nation who adopted
anything like a high-handed policy in the
Far East. Thus the old policy of maintain-
ing the integrity of China was reverted to,
and it is that policy which is enunciated
in the diplomatic note which has been ex-
changed between the United States and
Japan.

The importance of this understanding
seems to have been somewhat overestimated.
As was at once pointed out, no treaty has
been concluded. This could only be done
with the assent of the Senate, which might
hesitate to give it on account of the immi-
gration troubles in California. On other
grounds also, the United States would
hesitate to bind herself absolutely by a
treaty on such a point with Japan. But, as
a deliberate declaration of future policy,
so far as it is possible to maintain it, on the
part of both nations, the diplomatic notes
are of scarcely less importance than an
actual formal treaty. So far as the United
States is concerned, as already noticed, they
indicate nothing new, but with respect to
Japan, they have a different bearing. They
have the effect of a formal declaration by
that nation that she is willing to follow
foreign nations in their present policy with
regard to China, that namely of preserving
the integrity of the Empire, and equal trad-
ing rights to all nations. This policy on
the part of Japan will probably be the best
in the long run for her, and it will cer-
tainly be that which for some time to come
will tend most to preserve the peace in the
Far East, which, there might be some reason
to apprehend, might be disturbed by a
disagreement between China and Japan, of
which there have been threatnings from
time to time. China will do well to fall in
with so reasonable a line of policy as that
which has been agreed to on her behalf, by
two nations who are likely to have the
greatest "say" in the matter. Indeed
the declaration between the United States
and Japan, follows closely the terms of the
agreement made between Great Britain and
Japan in 1905, so far as the integrity of
China is concerned. It is, of course, to be
noticed that there is a reservation which
prevents this "understanding" from being
taken by China as an absolute guarantee to
maintain her independence. This might
and probably would, be a temptation to
China to presume upon so comfortable a
position. The "understanding" sets forth
that both nations are determined to preserve
the common interests of all Powers in China
by supporting by all possible means at their
disposal the independence and integrity of
China, but it also provides that if anything
should occur to threaten this status the two
Governments will "communicate with each
other in order to arrive at an understanding
as to what measures they may consider it
useful to take." On the whole the agree-
ment is set forth in as definite a manner as
can be expected and has the advantage of
not being of so binding a character as an
actual Treaty, which might lead to difficul-
ties, if the circumstances at a given future
time became markedly different from those
under which it was made.

At last month's meeting of the Council of
the Royal Colonial Institute, Commander John
G. Hough, R.N., D.S.O., of Peking, was elected
a Fellow of the Institute.

Among the passengers from England by the
P. and O. mail steamer which arrived yesterday
were the Rt. Rev. Bishop Price of Fochow,
and the Rt. Rev. Dr. Boudouvier, the newly-
appointed Bishop of South Tokyo.

At the Magistracy yesterday Mr. J. H. Kemp
committed for trial the seaman who attacked
another on the s.s. *Kum Sang* with a knife.
The quarrel occurred on January 15th, but the
complainant had only sufficiently recovered to
come out of hospital this week.

While a family of well-to-do Chinese who
reside in Elgin Street, were at the cinema on
Wednesday night a friend is alleged to have
called at their house, broken open a safe and
departed with jewellery and money to the value
of \$11,000. The police are investigating.

We are asked to state for the information of the
congregation of St. Andrew's Church Kowloon,
that the Rev. E. J. Barnett will officiate at the
Holy Communion at 8 a.m. and at the 11 o'clock
service on Sunday next. The evening service
will be taken by the Rev. A. B. Thornhill.

A native who was found guilty of snatching
two gold-mounted bangles from the arm of a
child in the Central Market was at the Magis-
tracy yesterday sentenced by Mr. J. R. Wood
to twelve months' imprisonment. He was
further ordered to receive twenty-four strokes
of the birch during his term in jail.

Arthur Dyer Ball of Oxford (son of Mr. J.
Dyer Ball, who has just retired from the Civil
Service of Hongkong) has been selected to
represent West against South England in one
of the international Hockey matches. It is not
likely that he will get his place this year, but
if he continues to play as well as he has done
for Oxford and gets his Blue he will probably
get international honours yet.

Mr. Robert Laidlaw, a member of the British
House of Commons and one of the British Com-
missioners to the Opium Conference, who with
his daughter has been visiting Seoul, was enter-
tained at dinner by H. E. Prince Ito at Miss
Sontag's on the 26th ult. Mr. K. Nabeshima
acted as Prince Ito's representative in the
absence of the distinguished host through
indisposition.

Among the victims of the recent political
earthquake in Peking, the *China Times* says, is
Major Menzies. This officer used to be well
known in Tientsin. He followed H. E. Yuan
Shih Kai to Peking. Now the late President
of the Waiwup has left the capital Major
Menzies finds his occupation similar to that of
Othello. It is now reported that he is going
back once more to England—this time for good.
Evidently he thinks the Manchu party are going
to be in power for some considerable time.

The regular bi-weekly change of programme
was made last night at the Alexandra Cinema-
graph in Zetland Street, and the high standard
adopted from its inception by this already
popular entertainment has been maintained.

The pictures which were flashed on the scene
are quite new to Hongkong, and metaphorically
carry the audience to all parts of the globe
giving a knowledge and insight of various
countries which can otherwise only be gained
by travelling. Romantic and melodramatic
films add a pleasing variety to an interesting
programme.

Two chair coolies appeared before Mr. J. H.
Kemp at the Magistracy yesterday charged with
demanding more than their legal fare and using
abusive language. The complainant, Mrs.
d'Almeida e Castro, told the Court she took the
chair from Wellington Street to Lower Castle
Road, where she intended to call on a friend.
On arrival at her destination she paid the
coolies ten cents, but they made such a distur-
bance that she threatened to charge them. The
bearers told her they wished her to do so, and
took her back to the Central Station. His
Worship fined the first defendant \$10, and
discharged the second.

The Saigon Opinion says that Chinese
brigands captured in Upper Tonkin, continue
to be forwarded to Singapore by the Govern-
ment of Indo-China. Every mail steamer
arriving there from that province brings num-
bers of these evil-doers for despatch to Singapore,
and it seems that the inflow is likely to continue.
Flying columns in Upper Tonkin are hunt-
ing down the brigands and capturing many of
them each day. The *Straits Times*, however, says
it is officially informed that the Straits Govern-
ment has consented to receive 700 of these men, who are not really
brigands, but may be correctly described as
refugees. They are arriving in batches by
every ship and are considered to be a superior
class of Chinese.

HARMSTON'S CIRCUS.

Turns, clever and witty, and an audience,
cheerful and appreciative, are all to be found
nightly in the spacious Circus tent at Canaway
Bay. The feats of all the performers have been
told, and re-told, but, nevertheless, they require
to be seen to be appreciated. William Schultz,
the plucky cyclist whose death-daring ride is
already famous, has acquired even greater
notoriety by continuing his ride into the realm
of space. Last night there was a big gap in the
loop, but, like an aviator, Schultz passed the open
space safely, to the unbounded satisfaction of
the spectators who watched this daring feat
with breathless interest. Taking all in all the
Circus stands second to none that has been seen
in the Far East.

TELEGRAMS.

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ROUTED'S SERVICE TO THE "HONGKONG
DAILY PRESS."

THE ENGLISH PRESS ON
JAPAN.

LONDON, February 3rd.

The London "Morning Post,"
describes the speech delivered by
Count Komura, Japan's Foreign
Minister, on the foreign relations of
the country as a striking testimony of
the changed situation in the Far East
—a change which is a splendid
vindication of the Japanese national
policy and the value of the Anglo-
Japanese alliance. The article em-
phasises the desirability of a good
understanding between Japan and
China.

"The Times" says that the clear
positive terms in which Count Komura
re-affirmed the acceptance of the
"open door" policy will be received
with general satisfaction. "The
Times" is confident that this faith-
fully reflects the settled policy of the
sagacious statesmen of Japan, but the
conduct of the Japanese Government
concerning the Faku-men railway
seems to many people absolutely
irreconcilable with this policy. Critics,
by no means unfriendly to Japan,
declare that the admirable principles
of the Government in Tokyo have
borne little or no fruit over large part
of Manchuria; but the exemplary
good faith and fair dealing of Japan in
her political relations with Great
Britain convince us that she will deal
equitably and reasonably with this
troublesome railway problem.

HEAVY FIGHTING IN
NIGERIA.

LONDON, February 4th.

Upwards of a thousand natives,
armed with guns, attacked the Anglo-
German Boundary Commissioners' stores at Soukwala, Nigeria.

The Anglo-German force routed
the enemy on December 24th, and on
the 26th there was heavy fighting in
which 24 members of the Anglo-
German force were killed and
wounded.

The German Commissioner was
dangerously wounded.

AN ARMED ROBBERY CHARGE.

Five natives were charged before Mr. J. H.
Kemp at the Magistracy yesterday with com-
mitting armed robbery at Cheungshawan on
the 25th ultimo.

Mr. King, Deputy-Superintendent of Police,
conducted the prosecution. He told the Court
that at one a.m. on the morning of the 25th
January a large body of robbers, amongst whom
the five defendants were alleged to have been,
armed with revolvers, knives and chopsticks
carrying torches, broke into three houses at
Cheungshawan. One robber struck one of the
complainants over the head with a revolver,
while the others intimidated the inmates by
various threats, after which they proceeded to
ransack the houses. While so engaged, one of
the inmates escaped unobserved, hastened to the
Police Station and reported the matter. When
the police arrived the robbers had disappeared,
leaving no trace behind. Two days later the
police arrested a man who was plying a gold
ring in Kowloon-brokers at Yau-ma-tei. On the
evening of the same day a party of police and
Inspector Dymond arrested the defendants just
as they were entering a house at Kowloon-
Lau. In this house the wife of the first defendant,
who was to be charged with being in possession
of stolen property, was found. The police also
found three revolvers, nine knives as well as a
quantity of jewellery and clothing which had
been taken from the complainants. The man who
took the ring to the pawnshop was one of
the robbers. He had been charged, and had
elected to turn King's evidence.

Witnesses were called, and the hearing ad-
judged.

JAPANESE CUSTOMS DUTY ON
(COTTON GOODS).

PROPOSAL TO INCREASE.

The Government, remarks the *Japan Chronicle*,
seems determined to carry out the policy of high
tariffs against imports, without rhyme or reason.
It is noted that cotton satins, cotton prints,
cotton velvet, and grey and white shirtings
import duty on these articles does not exceed 9
per cent. *ad valorem*, against about 30 per cent.
on other fabrics. When the excise of 15 per cent.
is added the duty on the articles in question
does not exceed 25 per cent. (as if this were
not enough, in all conscience!). Accordingly,
the Government intends to increase the duty
when the opportunity comes "in justice to other
fabrics." Japanese dealers interested in the
duty. They fear that when the duty is increased
the importation will be checked, and maintain
that as these imported cotton goods are of high
quality and cannot yet be produced in Japan,
they should be admitted at a reasonable rate as
with rto. A proposal is on foot among the
dealers to address a memorial to the Government
consequently.

SUPREME COURT.

Thursday, February 4th.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR FRANCIS
PIGOTT (CHIEF JUSTICE).

THE ALLANA ESTATE.

The Chief Justice delivered his decision on a
point raised by Mr. Hastings with regard to the
jurisdiction of the Court over strangers to
bankruptcy proceedings. The point was raised
on a motion brought by the Official Receiver to
set aside the sale of the bankrupt's property to
S. A. Marican.

Mr. J. Scott Harston (of Messrs. Ewens and
Harston) represented the Official Receiver, and
Mr. John Hastings (of Messrs. Hastings and
Hastings) appeared for the purchaser.

His Lordship said:—A motion has been
made in this case which is practically
to set aside an assignment made by the
bankrupt Allana of his business to Marican,
for certain reasons which are set out in the
notice of motion. I say practically to set aside,
because I am not quite sure that the motion may
not require some amendment, but a preliminary
objection was taken by Mr. Hastings on behalf
of the purchaser of the business, that this Court
sitting in bankruptcy has no jurisdiction to
entertain such a motion, and this question was
argued on the basis that the motion was, as I
have described it. The objection stated shortly
is this: That this is a question which concerns
a stranger to the bankruptcy; that the Court of
Bankruptcy at Home has jurisdiction to decide
such a question only in virtue of section 102 of
the Bankruptcy Act of 1883; that section has
not been introduced into the Colonial Ordinance
No. 7 of 1891, which is otherwise based in the
English Act, and that therefore this Court being
the bankruptcy side of the Supreme Court, has
no jurisdiction. The problem thus raised is
one which I have had the greatest difficulty in
solving. Sections 122-162 of the Home Act give
certain power to the Bankruptcy Court, which
is to decide all questions of priorities, and all
other questions of law and fact which may arise
in any case of bankruptcy, of which it may
deem it necessary or expedient to decide for
the purpose of doing complete justice or making
a complete distribution of property. This
section has been omitted from the Hongkong
Ordinance for reasons which are not apparent
and I do not think I have the right to en-
quire *arbitrarily* as from the explanatory report made by
the Attorney-General of the time what the
reasons were which induced him to omit it.
But I must seek for the reasons as best I may.
He cannot have thought it superfluous, because
no law officer in a Colony would take upon
himself the great responsibility of so deciding
with regard to an important section of such
a piece of legislation. But he may have thought
it unnecessary in this Colony, having special
regard to the constitution of the Supreme Court
of the Colony and this is the contention advanced
by Mr. Harston in support of the motion. Now
it has been assumed throughout the argument
that the object of section 102 which was section
72 of the act of 1869 is the only section
which confers jurisdiction on the court of bank-
ruptcy against strangers. This is certainly
not said in so many words, but it does not seem
as if there is a consensus of opinion that this is
its object, that is to give the bankruptcy court
jurisdiction to decide questions affecting stran-
gers to the bankruptcy which would otherwise
be decided by the other court. Now whatever
may be said as to the personal jurisdiction of the
judges in England, the different jurisdictions of
the Supreme Court are well defined, but here
everything is vested in the Chief Justice, the
Puisne Judge has a co-ordinate jurisdiction,
but for all practical purposes the Chief Justice
is the justice at common law in equity and
in bankruptcy, and the Attorney-General of
the time may have said "What is the use of
saying that the Chief Justice may do one
day in bankruptcy what he may do the next day
in the same court, with the same staff in
original jurisdiction?" I do not say that the
reasoning is satisfactory and had I been drafting
the ordinance, I should not have omitted this
section, because it is desirable to preserve in
the Colonial courts as far as possible the
forms of the courts at Home. But in order to
adopt this reasoning I should have to satisfy
myself that there is no provision which preserves
here the lines of demarcation of the several
jurisdictions of the English courts. Mr.
Harston's most ingenious argument in brief is
this—By section 4 of the repeal Ordinance No.
3, 1855, which dealt with the constitution of
the Supreme Court, it is provided that it
shall not be necessary to bring any proceed-
ing on the equity side of the court for
the purpose of bringing to another court
any equitable claim, defence or question inci-
dent or collateral or arising out of any proceed-
ing on any other side of the said court, but
every such claim may be heard on petition or
motion instituted in such last mentioned
proceeding. By section 4 of Ordinance 5 of
1864 the old Bankruptcy Ordinance it was
provided that the Supreme Court "shall have
jurisdiction in bankruptcy, and the Chief
Justice, when sitting in bankruptcy, shall have
all the powers rights and privileges which are
now exercised or enjoyed by him, except where
this ordinance otherwise specially provides."
The subsequent repeal ordinances 20 of 1891,
bankruptcy, and 6 of 1901, civil procedure,
preserve rights and privileges etc., jurisdiction or
principle, etc., created by the ordinances "sever-
ally repealed." The argument is this that the
court of bankruptcy by 5 of 1864 has the same
powers rights and privileges as the Supreme
Court in its original jurisdiction and in this
jurisdiction by 3 of 1858 the distinction for the
purpose of jurisdiction between equity and
common law is abolished, therefore the court
in bankruptcy has equity jurisdiction and
therefore section 102 is unnecessary because it
would confer a jurisdiction "to decide priorities
etc." which it already has. It seems to me

quite probable that this was in the mind of the
Attorney-General when drafting the bankruptcy
ordinance in 1891, but I hesitate to adopt it,
because sec. 5 of 1864 refers to the "Chief Justice
sitting in bankruptcy," and it seems to me that
the "powers, rights and privileges," which are con-
ferred upon him when he is sitting in bankruptcy
are those personal privileges enjoyed by a judge
at common law, as for example the power to
commit for contempt, and from my experience of
drafting I know that it is necessary in order to
remove doubts to confer these old common law
privileges on a judge when he is sitting in a
newly created jurisdiction. I express this
opinion in order to show that I have not over-
looked Mr. Harston's argument. I am not
positive whether it is the answer to it, but in
view of the opinion I have formed on the
question, looked at from another point
of view, it is not necessary for me to
decide the point definitely. I must now
look at section 102 a little more closely,
and see whether what I am asked to do
in this case does not fall within the inherent
jurisdiction of the Court to carry out the
Bankruptcy Ordinance, with the administration
of which it is charged. *Ellis v. Silber* was
much relied on by Mr. Hastings, but all it
decides is that the jurisdiction conferred on the
Bankruptcy Court by section 102 is not an
exclusive jurisdiction; and that if proceedings
are being taken in the Court of Common Law
or Equity, it cannot be said by virtue of
this section that they ought to have been
brought in the bankruptcy. On the other
hand it is undoubtedly the fact that in
all the cases either this section or its
predecessor, section 72 of the Act of 1869 is
referred to. But the contention in this case is
that the effect of section 102 is to create all the
jurisdiction which is necessary to the Bankruptcy
Court to deal with a question whenever a
stranger is affected. Now, the first thing which
strikes one on looking at the section, is the
reference to "priorities." It says that every
Court having jurisdiction in Bankruptcy under
the Act, is to have full power to decide all
questions of priorities. Pausing there for a
moment, certain priorities over other debts in
respect of a certain class of debts—rates,
wages etc. are created by section 31 of the
Ordinance, which is to all intents and purposes
the same provision as sections 1 and 2 of the
Act of 1883, which is added to section 40 of the
Act of 1863. Now, as these priorities, which
rank among themselves *pari passu*, are
determined by the Act itself, it seems clear that
they are not the priorities referred to in section
102. We must therefore go back to section 9
(2), which is section 10 (2) of our Ordinance.
That clause provides that the provisions of the
section which deal with the effect of a receiving
order, are not to affect the power of a secured
creditor to realise or otherwise deal with his
security. It is obvious that questions of
priority may arise among the secured
creditors; and as they lie outside the bank-
ruptcy, unless they are brought in by the
creditors themselves, the Court of Bankruptcy
could have no power of dealing with such ques-
tion. Power is given to the Court at home by
section 102 to settle these priorities, and hence
I think must have arisen the idea that the sec-
tion confers a power on the Court to determine
questions affecting strangers; for secured credi-
tors, unless they come in, are accurately describ-
ed as strangers to the bankruptcy; and therefore,
by section 102 the Court has power to decide
the priorities of these creditors among
themselves. I am not sure that this does
not furnish an answer to the question which
has been raised as to the jurisdiction of
this Court; subject to what I have already
said, I should have thought it clear that
the Chief Justice sitting in bankruptcy could
not decide questions of priorities among secured
creditors in the absence of a provision resembling
section 102. I think therefore that the omission
of such a provision must have been deliberate.
I shall have to consider the effect of section 30
of the Ordinance which refers to secured
creditors, presently. I think that this relieves
me of the necessity of considering whether the
remaining words of this part of section 102—
"and all other questions whatsoever, whether
of law or fact"—are to be governed by the
ejusdem generis rule, for, if one part of the
section was deliberately omitted all of it
must be treated as omitted. But one thing is
quite clear, that the jurisdiction conferred by
section 102 is additional to the normal juris-
diction of the Bankruptcy Court—the section
itself begins "subject to the provisions of this
Act"—and it is here that I think I have lighted
upon the weak spot in Mr. Hastings' able argu-
ment. Granted that section 102 confers a
special power to deal with questions affecting
strangers, and without going to the extreme
of saying that this means questions arising
between strangers (because although in the
absence of the authorities I should be strongly
inclined to think it did, in the presence of these
authorities I can hardly do so) it does not follow
that all questions affecting strangers are dealt
with solely under section 102. For there is this
question which must frequently arise, and look-
ing at the cases quoted in the books under
section 9, I should say has frequently arisen—Is
the creditor who says he is secured really
secured? If the Bankruptcy Court cannot
decide this question, but must, as it is contended,
always remit the decision of it to another Court,
endless litigation would result, with endless
costs, and the true functions of the Court of
Bankruptcy would disappear. It seems to me
impossible to contend that, if a creditor
says he is secured, the Court cannot
decide whether he is secured. I think
that the Court has power under section
43 to decide the question, for under
that section (section 50 of the Act at
Home) the trustee must take possession of the
bankrupt's property, and he may apply to the
Court not merely to enforce his acquisition, but
also to enforce his retention of it. Now, if the
trustee goes into possession of a business, as he

might have done in the present case, a creditor who held a security such as Mr. Marican does here, would naturally come forward and set up his security: the Court has power to enforce the trustee's "retention" of the business, and I think on the ordinary meaning of language this must mean to decide the question of his right to retain possession. What difference can it make if the person who holds the security is not a creditor? It is perfectly true that a secured creditor may under section 30 of the Colonial Ordinance, which is based on the bankruptcy rules at Home, and not on a section of the Act, realise his security and prove for the balance of his claim; and until he does this he rests on his security, and stands outside the bankruptcy, and is just as much a stranger to it as a person in the position of Mr. Marican who has bought the business. Now let us see what the position is. I send the trustee into possession, as if he were a receiver of the bankrupt's property; I will assume that the trustee knows nothing of what has taken place between the bankrupt and Marican, but knows only that the business has been carried on by the bankrupt. Then Mr. Marican, finding the trustee in possession, wants to have the rights, which he alleges he has, protected. That he may bring an action at Common Law I have no doubt; but may he not also come to me, sitting in bankruptcy, and say "your order sending the trustee into possession is wrong; the business belongs not to the bankrupt, but to me, because I have a deed of assignment"? Surely he may, and this without it being necessary to find special authority in the act. If, then, I have jurisdiction to entertain such an application, I must also have jurisdiction to enforce the acquisition and retention of this property on the application of the trustee, for the question to be decided is precisely the same in both cases: is this business the bankrupt's property, or has he made a valid assignment of it to the person who alleges that he is the true owner? And if the right of the trustee is challenged in any other way, as in this case, by the person alleging himself to be the owner, setting up his right, by proclaiming its existence in Court or in any other way which would prevent the trustee acting without bringing the question before the Court, it is inevitable that I must have jurisdiction to decide the question of right involved, because it is precisely the same as in the simpler cases I have supposed. I therefore am of opinion that I have jurisdiction to entertain this motion. One thing further should be said: that even supposing the argument on which my opinion is based is wrong, I am very strongly of opinion that Mr. Marican is not a stranger to the bankruptcy. The facts are simply these: the assignment was made on 2nd November, the petition in bankruptcy was filed on the 3rd, and the only assets are the proceeds of the sale—the purchase price \$400 a month for a certain period. It would require a very great deal to convince me that the purchase was not made by Marican with a view to bankruptcy proceedings, and still more to induce me to hold that this did not amount to a submission to the Bankruptcy Court sufficient to give jurisdiction to deal with the assignment. The preliminary objection being decided in favour of the petitioning creditor, he must have the costs of the day in any event when the costs of the motion come to taxation.

APPLICATION TO WITHDRAW PETITION.

Re *Luo Lai-Cho ex parte Lo Chan*.

Mr. Luo d'Almeida Castro (of Messrs. Goldring, Barlow and Morrell), who appeared for the petitioning creditor, stated that, since the petition had been served on the debtor, arrangements had been made between the debtor and creditor for a settlement of the debt. He therefore asked his Lordship to allow the petition to be withdrawn.

His Lordship—What sort of arrangements? Mr. Almeida—I understand the creditor has been paid.

His Lordship—What about the other creditors? Mr. Almeida—No other creditors have filled in proofs. No receiving order has been made yet.

His Lordship—The petition has not yet been heard? Mr. Almeida—No.

His Lordship—I have no jurisdiction.

A MISSING DEBTOR.

Re *Stella Brumfield, ex parte the debtor*. Mr. O. D. Thomson, who represented the debtor, applied for adjudication. There was an affidavit by Mr. Wakeman on the file stating that he was present at a meeting of creditors when a resolution was passed that the debtor should be adjudged bankrupt. To-day was the day appointed for the public examination, but the debtor had gone to Shanghai.

His Lordship—That was very wrongful. Mr. Thomson—I had a letter from her giving her reasons. She said she had no money to live on. She ought to have stayed.

His Lordship—Let the public examination stand over.

Mr. Thomson—That can stand over, but I don't see why the adjudication should.

His Lordship—I will leave that in the hands of the Official Receiver. He can decide what action shall be taken.

"A PERPETUAL MOTION."

Re *Tsang King*.

When this case was mentioned Mr. Holborow (of Messrs. Dawson, Looker and Dawson) applied for another extension of time before the motion was heard.

Mr. Harston agreed, remarking that it was necessary.

His Lordship—This is a sort of perpetual motion. What time do you ask?

Mr. Holborow—Three weeks.

His Lordship—Better take a month.

LATEST STEAMER MOVEMENTS.

The P.M. str. *China* sails from Yokohama on the 5th inst., and is due to arrive at this port via Kobe, Nagasaki and Shanghai on the 14th inst.

HAMBURG LETTER.

[WRITTEN FOR "THE HONGKONG DAILY PRESS."]

January 4th.

A TRADE REVIEW.

I am glad to see that the Hamburg Chamber of Commerce in their report for the year 1908 take the same hopeful view of the future, although, perhaps, with certain reservations, that I expressed in my last letter. In reviewing the history of the last twelve months great stress is laid upon the fact, as illustrating the inherent soundness of the trade of Hamburg, that the general depression consequent upon the crisis in the United States last winter, which continued almost up to the end of the year, led to no wide-spread financial troubles, and that the confidence of foreign mercantile communities which had been somewhat shaken by the failure of a few large, but inwardly rotten, firms in the month of November 1907, had been speedily restored.

The extraordinary stringency of the money market in the beginning of the year soon yielded to the united endeavours of the trade to reduce their commitments and to confine fresh business within narrow bounds. Capital was thus gradually set free, money became more abundant and the rate of discount declined steadily until it reached the present low figure about the middle of the year. The reserve practised by merchants and the total absence of speculation naturally resulted in a drop in the prices of most commodities and they may now be considered to have touched an unusually low level.

The shipping trade suffered more than perhaps any other from the general stagnation more especially as during the boom many companies and private firms had increased their tonnage beyond the limits of prudence; but all the more important branches of industry have been seriously affected; the iron and steel trade, has laboured under the additional disadvantage of the termination of the raw iron syndicate last autumn; the coal syndicate which during the high tide of activity had pursued a moderate policy with regard to their prices were slow in reducing them when the retrograde movement set in, so that English coal has been taken in preference by a considerable number of consumers. Most field crops having been abundant whilst prices ruled high; farmers should therefore be well satisfied with the past season.

The crisis having emanated from the United States all eyes are turned in that direction for symptoms of improvement and although so far they are but slight, it is encouraging to note in how comparatively short a time the effects of the commercial convulsion in that country have been overcome. It has not been so everywhere for some markets abroad are still heavily overstocked, in spite of the efforts made, and continuing to be made by merchants, to reduce them before entering into fresh engagements. The strike in Lancashire during which over 30 million spindles stood idle, aided their endeavours and in some countries, such as Argentina and parts of South Asia, the situation, thanks to abundant harvests, is once more assuming a normal aspect; from others however, particularly from those on the west coast of South America, no improvement is reported, nor likely to be, for some time to come. Nevertheless the export demand has been distinctly better during the last three or four months, but imports are still idle.

It may be regarded as a hopeful sign that prices of some articles, for instance tin and copper, have already advanced and as the recovery becomes more general, no doubt those of others will follow and induce consumers to supply their wants on a more liberal scale.

Turning to the trade with different countries abroad, the history of the last two years proves the importance the United States have acquired in the economic development of the world, although it must be admitted at the same time that it was not alone the collapse in America that caused the tide to turn, but that a reaction was due from other causes as well. The results of the depression are most apparent in the import statistics which show a falling off of 240 million Dollars, or 16.7, during the fiscal year beginning on July 1, 1907, whereas exports declined only one per cent or 20 million Dollars. American manufacturers being able to curtail their production and even to stop working altogether, discharging their hands at short notice, have largely availed themselves of it, and to this it is due, to a great extent, no doubt, that the rally has come sooner than would have been possible in countries where such drastic measures are not usually employed. Another cause of the speedy revival was that as confidence slowly returned money which had been withdrawn from circulation and hoarded was no longer held back, a stimulus being thus given to trade, and as the presidential election in November has set minds at ease with regard to the fiscal policy of the country prospects are distinctly improving.

Some uncertainty still prevails concerning a possible revision of the tariff, but no important changes in the import duties are anticipated. It appears, however, that the American people have not taken to heart all the lessons to be drawn from the late crisis, for the efforts of President Roosevelt to put down the abuses of the trust system with a strong hand can hardly be called successful; in fact the crisis has relieved some of the combined of most formidable competitors and in more than one instance Government has had to compromise matters. The reorganisation of the financial system of the country is engaging the attention of all concerned, but so far without any tangible results having been obtained and it is doubtful whether any important step will really be taken.

THE TRADE WITH CHINA.

Skipping for want of space the passage, relating to the States of Southern and Central America which probably possess little interest for your readers, I come to China where from all accounts the effects of the general depression

have been more severely felt than elsewhere. When the sales of China produce in the American markets received a check and prices gave way, native merchants in China were no longer able to pay for the goods they had imported which were thrown on the market, causing values to decline rapidly. Wide-spread financial troubles were the natural consequence and they were intensified by a drop of 25 per cent in the price of silver within a few months and a considerable depreciation of the copper coinage of which too much would seem to have been issued. The markets in Shanghai and the northern provinces more especially were glutted with foreign goods, mostly textile fabrics from Great Britain, and as European firms had been in the habit of granting liberal credits to native dealers, the results were disastrous. To this must be added the absence of demand from Manchuria where since the war the Japanese are monopolising the trade more and more. Typhoons, and floods in the provinces of Shan-tung and Kwangsi and the Yangtze districts increased the general gloom; fortunately, however, the prospects of the various crops, silk, cotton, rice &c. are promising which will tend to augment the purchasing power of the population and lead to an improvement in trade, signs of which are already apparent in the northern parts of the country.

THE DISASTER IN ITALY.

I regret to be obliged to break off here in order not to miss the mail, but hope to continue my report in the course of a few days. In conclusion I will only add that the awful catastrophe in Sicily and the South-West of Italy, which is without parallel in history, has here, as every where else, evoked feelings of deepest sympathy all over Germany; a central relief committee under the patronage of the Empress has been formed in Berlin and here and elsewhere subscription lists have been opened in aid of the sufferers. At the request of the Kaiser the Hamburg-America Line has announced the departure of a steamer, the *Illyria*, for to-morrow, the 5th inst., which will take provisions, clothing, &c. free of charge. In a like manner the Continental Sleeping Car Company have made an offer of a certain number of these carriages for the same purpose to be attached to the through trains to Naples.

COMPANY REPORTS.

KOWLOON LAND AND BUILDING COMPANY, LIMITED.

The twentieth report of the Board of Directors to the ordinary meeting of shareholders to be held on Tuesday, next is as follows:—

GENTLEMEN.—The Directors now submit to you a statement of the affairs of the Company, and balance sheet for the year ending 31st December, 1908.

The balance of profit and loss account for the year including \$653.06 balance brought forward from last account, after writing off all charges and expenses, amount to \$9,828.90. The Directors therefore recommend that a dividend of \$1.50 per share, be paid, which, after writing off the Directors' and Auditors' fees, will leave a balance of \$278.90 to be carried forward to the credit of a new Profit and Loss Account.

DIRECTORS.

Mr. H. Pinckney having retired, Hon. Mr. Murray Stewart was appointed in his stead. Hon. Mr. Murray Stewart having resigned, Mr. J. M. E. Machado was appointed in his stead. These appointments now require confirmation.

Messrs. A. Rodger and Mr. J. M. E. Machado retire by rotation, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Mr. J. Cox-Edwards who retires, but offers himself for re-election.

T. F. HUGHES, Chairman.

Hongkong, 27th January, 1909.

BALANCE SHEET 31st December, 1908.

LIABILITIES	
Paid-up capital	\$180,000.00
Accounts payable	312.55
Dividends outstanding	234.50
Balance of profit and loss A/c	9,828.90
	\$190,347.95
ASSETS	
Cost of property	\$182,032.17
Cash	6,151.26
Accounts receivable	2,165.50
	\$190,347.93

PROFIT AND LOSS ACCOUNT.

Dr.		
To charges	...	\$829.99
To repairs	...	2,844.40
To fire insurance	...	527.50
To Crown rent	...	788.00
To commission to agents	...	1,075.35
To balance to be appropriated as follows:—		
Directors' fees	...	\$500.00
Auditors' fees	...	50.00
Dividend of \$1.50 per share	...	\$9,000.00
To be carried to new profit and loss account	...	278.90
		\$9,828.90
		\$15,892.14

Cr.		
By undivided profits 1907	...	\$653.06
By rent	...	15,167.96
By interest	...	53.12
By scrip fees	...	18.00
		\$15,892.14

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Cream, Lait Charmant and Special Skin Tonic and Powder Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

LOCAL SPORT.

HONGKONG FOOTBALL CLUB.

The undermentioned will represent the Hongkong Football Club in a Rugby match v. the Navy to-day, kick off at 5 p.m.—Back—E. L. Shaw; three-quarters—A. Gregory, W. S. Howe, E. E. H. Oliver, A. E. Wood; halves—L. L. Blackburn and I. P. Landon; Forwards—H. G. C. Bailey, F. C. Hall, H. W. Lester, P. Linton, W. B. Stanton, F. W. Thicknesse, S. P. Warbrook, E. D. C. Wells.

THE RECENT COLLISION AT SINGAPORE.

STORY RELATED BY THE "POLYNESIEN'S" PILOT.

The inquest consequent upon the *Djambi* accident was begun before the Coroner, Mr. Alexander Gentle, at Singapore, last week. Pilot W. Dawson, who was in charge of the French mail steamer *Polynésien* when the collision occurred, was the first witness examined. He stated that, on January 11, he was taking out that steamer from the Borneo Wharf, Section 8. She was bound for Saigon. It was about 4.45 p.m. when she cast off. The tide was going with her at about three to three miles and a half. In towing her out, both towlines were carried away. There were two tugs, the *Sunda* and *Varina*. After straightening up the vessel by her own engines, they proceeded slowly down the channel. On approaching the reef, he and the vessel very slightly on her beam when he heard the roar of the *Djambi* ordered the helm hard a port and the engines full speed ahead, but she failed to answer her helm.

TO AVERT DISASTER.

Seeing that it was barely possible to avoid a collision, as she was going straight for the East Wharf, he dropped both anchors and ordered full speed ahead. She did not draw up in time but crashed into the *Djambi*. Witness was on the bridge and too high up to see the details of the catastrophe. She backed off at once and was taken out in the main stream. There was no apparent damage done to the *Polynésien*, and she continued her voyage the same evening. She was under command after the howlers broke, and he did not ascribe the collision to that breaking, unless the fact that a piece of rope from the tow was around the propeller may have had some effect on her steering.

Mr. Howard, Superintendent of the Dock Police, asked those were the howlers, and the witness replied that they belonged to the *Polynésien*.

Questioned by the Coroner, witness said that he could not or would not like to say whether the fact that the strength of the current was the cause of the accident or not, but the current was a very strong one.

CAN SHE CLEAR?

The second witness examined was Mr. Frederick H. Brookbank, Wharf Superintendent, Tanjong Pagar, who said that he was sitting in his office, that evening. His desk faced the sea and he saw the *Polynésien* passing. She appeared to be going so quickly that he got up to look and, on getting outside, in front of his office, he saw the steamer passing quickly, and saw that the pilot had just then increased the speed of the engines, apparently judging from the stern wash. His thought was, can she clear? He knew that the increased speed was to make her clear the East Wharf and noticed that her helm was to port, but so far as he could see she did not alter her course. He saw the engines stopped and reversed and the port anchor dropped. He saw the *Djambi* turn on her side and lift up, but did not actually see the *Polynésien* strike her. He left his office and went around to see what he could do to assist. When he arrived, the *Polynésien* was at anchor in mid stream and the *Djambi* was lying on her side as deeply submerged as the depth of water would allow. The officers and many of the crew were on the wharf. It was thought then that the *Djambi* was out through, but the divers say that she is not. He saw no signs of the unfortunate stevedores, but saw the body of one of the crew on the wharf.

WIDOWS' APPEAL.

Tan Joon, head stevedore, said that he was standing on the East Wharf about three or four paces from the *Djambi* when the collision occurred. He saw the French mail steamer approach and strike the *Djambi*. Eight of his men were in the afterhold and ten were on deck. The latter escaped by jumping on the wharf. There were also eight in the forehold. All escaped excepting six of those in the afterhold. Before the accident he knew that there were eight men in the hold. He saw them there. He saw two of them escape. He had counted his men and found that the six were missing. He could produce the two who escaped as witnesses. The *Djambi* turned over on the side and sank in about five minutes. The *Polynésien* passed over the hatchway and until it drew back there was no means of escape. He had seen no parts of the deceased which had been recovered excepting a dismembered arm.

In conclusion, witness begged for compensation, saying that all the deceased had left widows, who were in China. Mr. E. F. Pearce, a diving expert from London, who is acting as diving superintendent for Messrs. John Aird & Company, stated that the Dock Board had obtained his assistance through his employers in the diving operations in connection with the *Djambi*. He put in a drawing of the steamer which showed that a portion of the side of the ship had been driven forward flat down on the deck at the point of impact, whilst other parts had been thrust aside by the prow of the *Polynésien* at right angles to the side of the steamer, and said that under and behind this crumpled iron work were some of the bodies which it was impossible for the divers to get out. On the opposite side of the steamer, next to the wharf, was the torn and crushed form of one man.

Mr. Pearce stated that under him were a number of Filipino and Chinese divers. They had found many small pieces of human remains on the side of the ship near the wharf. There was some danger that the remains would float away.

Witness said there was great difficulty in working in the hull owing to the fact that jagged pieces of broken iron were sticking out in every direction and interfered greatly with the divers' airpumps and lines.

Questioned by the Coroner, he stated that the stem and bottom of the *Polynésien* must have effectively closed the after hatch, and no escape would have been possible till she pulled off. If the men were not killed at the moment of the collision, he was of the opinion that they were pinned down by the fall of the boxes of tin plate when the *Djambi* heeled over, as the *Polynésien* drew off. Considerable quantities of this cargo were thrown out of the ship on to the bottom, through the gap in the side made by the *Polynésien*. The fore-starboard corner of the hatchway was clear, however, and if any of the men were there an escape might have been possible.

THE UNIFICATION OF THE MARITIME LAW.

(BY A CORRESPONDENT IN "THE TIMES.")

The sea being free to all, it has long been the desire of men of business, lawyers, and all interested as shipowners, shippers, underwriters, insurers, or suppliers of necessities that the over-sea commerce of the world and the passage of ships to and fro should be regulated by a code of laws which should be of universal application. Some steps have been already taken in this direction, and, although everybody connected with ships knows that there are regulations for the prevention of collisions at sea, yet it is probable that few realise that these regulations, which came into existence in 1864, were amended in 1884, and modified and revised in 1897, mark the first great step taken by civilized nations in the way of a universal maritime code and have demonstrated the possibility of the nations' sinking their differences and enacting regulations which shall be binding on the citizens of every State.

Stimulated by this example and impressed by the urgent necessity for the over-sea trade of nations, conducted as it is over an ocean free and open to all, to be regulated by a code of law of universal application, a body of enthusiasts formed the International Maritime Committee. This body, which includes some of the best-known men connected directly or indirectly with shipping, and eminent judges and jurists of every civilized nation, has for some years now been labouring at the drawing of a universal maritime code which, embodying all that is best in the laws of the different nations, could be brought into existence without any violent shock to any individual system. The labours of this voluntary body have been strenuously supported by the Belgian Government, which has taken the most efficient action in securing a full discussion at a diplomatic conference of these important matters by duly accredited representatives of different Governments.

Of the great desirability of securing, if possible, a universal law of the sea there can be no question. A sea-going vessel is continually passing from one country to another, and in such becomes amenable to a different system of law. The confusion resulting is almost past belief. For instance, the time within which an action for damage done in a collision must be brought, and the essential preliminaries differ in almost every country: if both ships are to blame, the effect on the fortunes of the owners will differ according to the place where the action is tried. When we consider questions relating to mortgages and maritime law the state of affairs can only be described as chaotic—a most serious matter to the persons concerned, as one example will be sufficient to show. Within the last two or three years the Italian Courts found themselves constrained to hold that a mortgage on an English ship which had been arrested in Italian waters was invalid because it did not conform to some requirements of Italian law, though it was admitted to be perfectly regular according to English law. The result was that an English creditor, validly secured by an English mortgage on an English ship, lost his security just when it would have been of value to him, simply from the accident of the ship's being arrested in Italian waters, upon some other claim against the ship, which under English law would not have taken precedence of the mortgage.

To remove these and numerous other anomalies and to evolve order out of chaos is the object of the proposals now under consideration. But it must always be remembered that in such matters as these agreement can be arrived at only by mutual concession, and, though foreign nations have shown themselves most willing to recognize the preponderant interests of Great Britain in everything which affects merchant ships, yet it is evident that some concessions must be made in English law if the great boon of a law universally applicable to all ships, wherever they may be, is to be secured. What these changes are and to what extent foreign nations agree to accept English law it is hoped to explain by these articles. But before proceeding to the consideration of the details of the proposals it will be of interest to explain the methods adopted to secure full consideration of the subjects to be dealt with.

The central bureau of the International Maritime Committee, having determined on the subject to be dealt with, issues a series of questions relating to the matter in hand to the different national associations. Before the answers are prepared the available organizations connected with the over-sea trade are consulted by the national associations. The replies are then drafted by the central bureau, and they are printed in French and English and circulated by the central bureau.

The replies are considered at an international conference, at which the representatives of each nation are present, and in the result the principles agreed on are embodied in a series of resolutions approved by the representatives of the different nations. These resolutions form in their turn the basis of the labours of a sub-committee nominated by the central bureau and containing, as far as may be, representatives of all the different systems of law. This sub-committee prepares a draft code, which is printed and circulated, and is brought up for discussion at a later conference, where it is considered in the light of the written criticisms forwarded by the national associations to the central bureau, and circulated before or during the conference at which the drafts are to be discussed.

The draft code thus prepared is taken as the basis for discussion at the diplomatic conference, where it is critically examined by the accredited representatives of France, Russia, and Argentina, and subjected to careful scrutiny before being reported to the different Governments.

It will be seen from the above that the proposals are not the hurriedly expressed views of enthusiasts, commercial, legal, or professional, but represent decisions arrived at after years of patient thought, discussion, and revision by some of the minds in each country best able to deal with the matters in question, after due consultation with the recognized bodies representing the interests affected.

The subjects which have been so dealt with are four in number—Salvage, Collision, Limitation of Shipowners' Liability, and Maritime Liens and Mortgages. The first two have already been considered and passed at the meeting of the Diplomatic Conference, which took place in October, 1905, when this country was ably represented by Mr. Justice Pickford and Mr. Leslie Scott. The drafts then settled were signed by the representatives of 24 nations, who undertook to submit them to their respective Governments for consideration. In this country the Board of Trade has taken them into consideration; but it was wisely decided not to approve them until the draft codes concerning the closely related subjects of Limitation of Liability and Maritime Liens were ready for consideration. These two codes have now been prepared, having received the approval of the conference summoned by the International Maritime Committee which met at Venice last autumn. A report of these proceedings appeared in *The Times* of October 1st last. They will come up concurrently with the Collision and Salvage Codes for final consideration by the Diplomatic Conference, which is to meet in Brussels very shortly.

THERE IS NO

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\$10 PER MONTH.

ROBINSON PIANO CO. LTD.

[36]

The Maritime Law Committee of the International Law Association has hitherto admirably represented Great Britain in its relation to the International Maritime Committee, but, for various reasons, it was thought desirable to form an independent body, and therefore, since the Venice Conference a strong British Maritime Committee has been formed, for the purpose, among other things, of studying the questions above mentioned and formulating the desires of the business men interested with regard thereto.

The fact that among the commercial men are to be found Lord Inverclyde, Sir Alfred Cory, Sir Alfred Jones, Messrs. A. A. Booth, Robert Balfour, C. E. Brightman, P. L. Davitt, James Dixon, Arthur Sorens, C. J. E. Scott, and F. Shadforth Watts, while the law is represented by, among others, the Lord Chief Justice, Sir Gorell Barnes, Lord Justices Kennedy, Mr. Justice Phillimore, and Mr. Justice Pickford, will be the best guarantee that serious work is being done with thoroughness and an earnest desire to safeguard the great interests involved.

It is proposed in these articles to give an outline of the proposals and, without going into undue detail, to point out how they differ from existing British law, and what concessions are made by foreign countries, and to suggest in what respects, if any, modification is required in the proposals which have not yet been officially accepted.

SALVAGE.

The draft regulations relating to the Law of Salvage need but little consideration, for they embody the English law with two additions. At the suggestion of the French, delegates a clause was borrowed from the Italian code, which imposes a duty on a ship saving another in distress to render assistance, even in the case of a foreigner or an enemy; a humane provision, indeed, to which no exception can possibly be taken, except perhaps that it is almost unnecessary to embody in an international agreement the universal practice of all good seamen.

The other addition is a clause which provides a two years' period of limitation within which an action must be brought, subject however to discretionary power in the Courts to extend the time in proper cases. This limitation, which appears again in the Collision Code, is entirely new in this country, where no limitation exists, it having been left entirely to the Judge to decide whether in the circumstances the action was brought in due time. But it was necessary to deal with the matter owing to the great divergences exhibited by foreign systems of law, and, after a great deal of discussion, the period of two years was accepted as being reasonable and satisfactory.

While the principles of English law have been accepted by the representatives of the governments which took part in the diplomatic conference in 1905, it is right to recognize that great concessions have been made by foreign nations in order to arrive at an agreement. Of the maritime nations the system of Holland alone is similar, while that of the Scandinavian nations has more or less resemblance to the British system. In all the rest there are radical differences, to the principal of which attention is here called.

In the first place, the distinction—unknown to English law—between salvage (*sauvetage*) and assistance (*assistance*), which is strongly emphasised in some, and especially in the German and French, codes has been expressly demolished. "Sauvetage" means salvage of a vessel or goods abandoned by the owners; "assistance" means aid given where the vessel or goods are not derelict. In all the systems in which this distinction appears there is an arbitrary difference in the rate of the remuneration, according to whether it is a case of "sauvetage" or "assistance," which may hamper the Court in dealing justly with the merits of the case.

Again, in some codes it is provided that the salvor shall be entitled to one-third or one-half or some other proportion of the goods saved or of the value of the ship. In some this is an absolute proportion, given without regard to the circumstances of the salvage. Most curious of all, the Russian system of assessing the remuneration of the salvors of the vessel is based (Art. 500 of the Code de Commerce Maritime) upon the principle that the salvors should receive one-quarter of the things saved if the vessel was more than one verst from the shore, and one-sixth if it was less.

All such differences are to be swept away. The remuneration is to be fixed according to the success obtained, the merit of the service, the danger incurred by the vessel saved and her cargo and by the salvor vessel and the salvor, the expenses and damage incurred, and the value of the saved property and the assisting vessel, thus substantially reproducing British law.

It only remains to add that the proposed regulations expressly reserve for the laws of each country the question of life salvage and exclude ships of war from their operation, and follow the British practice of allowing salvage agreements made in stress of danger to be modified if substantial justice so requires, a provision which introduces an important change in more than one foreign system.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press: Codes: A.B.C. 5th Ed-Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FOR UPPER EGYPT—Wanted, AGENCIES and SALE on Commission, pumps, pipes, cheap tools, hardware, men's clothing, textiles, beer, groceries, and every kind of British produce suitable for the tropics. Address Luxor Trading Co., Luxor, Egypt.

JURORS LIST 1909.

IT IS HEREBY NOTIFIED that pursuant to the provisions of the JURY CONSOLIDATION ORDINANCE, 1887, I have this day caused to be posted at the chief entrance to the Court House a List of all persons ascertained by me to be liable to serve as Jurors.

The said List will remain so posted until the 16th instant, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ABRAHAM SETH, Registrar.

The Registry, Supreme Court, Hongkong, 1st February, 1909. [287]

PUBLIC AUCTION

THE Undersigned has received instructions to commence the Sale of THE STOCK-IN-TRADE and FIXTURES of Messrs. JAY'S, LTD. which had previously been postponed owing to the nearness of Chinese New Year.

The 1st Sale will take place On MONDAY and TUESDAY, the 8th and 9th February, commencing each day at 10.30 A.M.

Subsequent Sales will be duly announced.

Terms:—Cash on delivery.

Geo. P. LAMBERT, Auctioneer.

Hongkong, 5th February, 1909. [288]

FOR SHANGHAI

THE P. & O. S. N. Co.'s Steamer "BRITANNIA," Capt. S. Barcham, will sail for Shanghai TO-DAY, the 5th inst., at 10 A.M.

For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 4th February, 1909. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "BRITANNIA," Capt. S. Barcham, will sail for Shanghai TO-DAY, the 5th inst., at 10 A.M.

For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 4th February, 1909. [1]

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Hongkong, 4th February, 1909. [1]

PUBLIC COMPANIES

THE CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWELFTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the Office of the Company, 8, GEORGE STREET, BUILDING, No. 6, Cornhill Road, 70, MORROW (SATURDAY), 6th Feb. 1909, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 1st February, until SATURDAY, the 6th February, 1909, both days inclusive.

SHEWAN TOMES & Co., General Managers.

Hongkong, 28th January, 1909. [282]

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of Shareholders of this Company will be held at the Company's Office, Victoria Buildings, 12, CECIL STREET, Central, TO-MORROW (SATURDAY), 6th Feb. 1909, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 20th February (both days inclusive) during which period no transfer of shares can be effected.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 27th January, 1909. [238]

THE KOWLOON LAND & BUILDING COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, 12, CECIL STREET, Central, TO-MORROW (SATURDAY), 6th Feb. 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1908.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, the 3rd February, to TUESDAY, the 9th February, (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELLTON HOOPER, Secretary to the Company.

HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Agents for the Company.

KOWLOON LAND & BUILDING CO., LTD. Hongkong, 27th January, 1909. [246]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, New Prince Street, on MONDAY, the 22nd February, 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 28th January, 1909. [247]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

SHARE CERTIFICATE No. 4/448 representing 8 Shares of the YANGTZE INSURANCE ASSOCIATION, LIMITED, registered in the name of HOW CHONG (何昌) has been declared to be LOST.

This is to Give Notice that if the above-mentioned Certificate be not presented at this Office within One Month from Date, a New Certificate will be issued in place thereof.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

No. 25, The Bund, Shanghai, 13th January, 1909. [206]

GREEN ISLAND CEMENT CO., LTD.

LOST SHARE CERTIFICATE.

No. 4782—157229/157236—8 Shares in name of ETHEL NEWTON TREBE.

NOTICE IS HEREBY GIVEN that a DUPLICATE of the above CERTIFICATE will be issued One Month hence, and the Original Certificate, unless produced at the Office of the General Managers within that period, will be held by the Company as Null and Void.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd February, 1909. [271]

ALEXANDRA CINEMATOGRAH

No. 2, ZETLAND STREET—CORNER OF HOSSAIN-ALI'S—NEAR CLOCK TOWER.

TO-NIGHT AND EVERY EVENING.

SELECT PROGRAMME.

ENTIRE CHANGE OF FILMS EVERY MONDAY & THURSDAY.

These FILMS have NEVER been seen in ANY Cinematograph in Hongkong.

Hours 9 to 11 P.M.

ADMISSION \$1.20, 80 cts. and 50 cts.

Hongkong, 22nd January, 1909. [224]

GRACA & CO., (Established 1896.)

No. 1, DES VŒUX ROAD.

Dealers in POSTAGE STAMPS and all Philatelic Goods.

Pictorial Post Cards. Birthday Cards. MANILA CIGARS and CIGARETTES. Albums, Novels, Tissues, Hinges, Linens, Flower Seeds, etc., etc., etc.

Inspection solicited.

[196]

INTIMATIONS

YEE CHEONG, 5, WYNDHAM STREET, asks the Person who Received a Parcel of Two Pictures of Female Heads (one framed and one unframed) from his Store five days ago by mistake to return the same at once to above address.

Hongkong, 4th February, 1909. [279]

DEVONIAN SOCIETY.

THE ANNUAL DEVONIAN DINNER will be held at the Honorable Hotel on SATURDAY, 13th February, 1909, at 8 o'clock P.M.

DEVONIANS wishing to attend are requested to send in their Names to M. S. NORTHCOOTE, Hon. Secretary.

Hongkong, 3rd February, 1909. [274]

HARBOUR MASTERS' DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On THURSDAY, FRIDAY, MONDAY and TUESDAY, the 4th, 5th, 8th and 9th February.

From Lysonia P.O. in a North-Easterly direction, at ranges up to 5,000 yards, commencing at 3 P.M., and finishing at 10 P.M.

If the weather is unfavorable on any of the above dates, practice will take place on the following day.

All Ships, Junks and Other Vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c.

Hongkong, 29th January, 1909. [259]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTER OFFICES, Victoria Barracks, until 12 o'clock Noon, on MONDAY, 22nd February, 1909, for the undermentioned SUPPLIES and SERVICES for the period of 12 months commencing from 1st April, 1909:

- 1—Meat.
- 2—Hospital Supplies and Medical Comforts.
- 3—General Supplies and Provisions.
- 4—Oil, Wick and Lamp Oil Supplies.
- 5—Coal, Coke, Wood, &c.
- 6—Barrack Services and Scavenging.
- 7—Washing.
- 8—Forage.

Forms and other particulars can be obtained on application to this Office, personally or by letter addressed to the Officer Commanding, Army Service Corps, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, signed and dated, and no tender will be noticed unless delivered upon the proper form at the HEAD QUARTER OFFICE, by 12 Noon, on the above date, in a closed envelope marked "TENDERS" on the outside.

The right to reject any or all Tenders is reserved.

HEAD QUARTER OFFICE, Victoria Barracks, Hongkong, 4th February, 1909. [278]

THE DAIRY FARM COMPANY, LTD.

FINE FRESH AUSTRALIAN BUTTER.

75, 75 & 80 Cents a lb.

Sold in 4 lb. tins to suit convenience of Customers.

Hongkong, 2nd February, 1909. [269]

DR. M. H. CHAUN.

THE LATEST METHOD OF THE AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [1261]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1327]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G. at \$6.57 and \$7.50 per 100; SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

W.M. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1445]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

CARLOWITZ & Co. Agents.

Hongkong, 13th March, 1907. [535]

SANG MOW.

RATTAN AND GRASS FURNITURE MAIER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive Prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. [401]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 1908. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 21st January, 1909.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On TUESDAY, the 9th February, 1909, at 11 A.M., at the Police Compound, Central Police Station, SUNDRY CONDEMNED, OBSOLETE AND CONFISCATED STORES, ALSO A QUANTITY OF ARMS AND AMMUNITIONS.

Terms:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 4th February, 1909. [282]

(By Order of the Mortgagee.) PARTICULARS OF SALE OF VALUABLE LEASEHOLD PROPERTY.

TO BE SOLD.

PUBLIC AUCTION.

On MONDAY, the 15th day of February, 1909, at 12 o'clock Noon, by MR. GEO. P. LAMBERT, Auctioneer.

BEING all that Piece or Parcel of ground situate at Victoria Hongkong known and registered in the Land Office as the REMAINING PORTION OF SECTION "O" OF MARINE LOT NO. 71, together with the Messuages or Tenements thereon known as Nos. 2, 4, 6, and 8, Sutherland Street, Victoria aforesaid. The said premises are held for the residue of the term of 99 years subject to the payment of the Crown Rent and to the performance of the covenants in the Crown Lease of the whole of Marine Lot No. 71, reserved and contained.

For further particulars and Conditions of Sale apply to Messrs. D'ALMADA & SMITH, Solicitors for the Vendor or to MR. GEO. P. LAMBERT, Auctioneer.

Hongkong, 4th February, 1909. [283]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Country Cast Iron Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, KING LOOKE STREET, (2nd Floor, west of Central Market) Telephone No. 515. [660]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1448]

JUST LANDED

A LARGE ASSORTMENT OF

KODAK FILMS

A TACK & CO.

26, DES VŒUX ROAD, CENTRAL.

Hongkong, 7th January, 1909. [37]

A BOON TO HONGKONG LADIES!

CHEFOO HAND MADE LACES.

A NEW and VARIED ASSORTMENT IN ALL FANCIFUL DESIGNS OFFERED AT 20 PER CENT. DISCOUNT OFF MARKED PRICES.

Call and inspect our display.

HOOSAIN-ALI & Co.

No. 14, Queen's Road Central.

Hongkong, 18th January, 1909. [41]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [48]

DAVID CORSE & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX BELLAIR CROWN TARAULING

ABENHOLD, KARBBERG & CO. Sole Agents.

1674]

CHILDREN OF FAR CATHAY

A SOCIAL and POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwailin, is dedicated to Sir ROBERT HARR, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblems in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

Hongkong, 21st January, 1909.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,200,000

RESERVE LIABILITIES OF PROPERTIES £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 " JOHN ARMSTRONG, Manager.

Hongkong, 14th May, 1908. [121]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000

SUBSCRIBED 1,125,000

PAID-UP 562,500

RESERVE FUND 210,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits: For 12 months 4 per cent. For 6 " 3 " For 3 " 2 " EVAN ARMISTON, Manager.

Hongkong, 23rd April 1908. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUND 15,100,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

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TO LET

NO. 47, CAINE ROAD (next to Forest Lodge). Suitable for a Boarding House, School, College or Family Residence. Recently painted and renovated throughout. Immediate Possession.

Apply to—**CHATER & MODY**,
Hongkong, 28th January, 1900. [248]

TO LET

A HOUSE in Wong Nei Chong Road. A HOUSE in RYON TERRACE. No. 10, DES VŒUX ROAD CENTRAL, 1st floor. "HATHERLEIGH" Conduit Road. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL. FLATS in MORETON TERRACE.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 1st February, 1900. [97]

TO LET

ONE OFFICE ROOM, Third Floor, New Praya 2, Opposite Murray Pier.

Apply to—**SCHULDT & CO.**
Hongkong, 28th July, 1900. [106]

TO LET

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground. A 6-ROOMED HOUSE furnished or unfurnished at the Peak. No. 2, CAMERON VILLAS furnished 61 Peak, from end of March, 1900. No. 6, CAMERON VILLAS, No. 59, Peak. Part of fully furnished HOUSE at Peak for 2 or 3 months from 1st May, 1900. Moderate Rental. C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1900. No. 55, ELGIN TERRACE. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, First & Top Floors, (over Calbeck MacGregor). OFFICES in Queen's Road Central. BELILIOS TERRACE HOUSES, ROBINSON ROAD. A GODOWN in Duddell Street.

Apply to—**LINSTEAD & DAVIS**,
3rd Floor, Alexandra Buildings.
Hongkong, 3rd February, 1900. [100]

TO LET

NO. 52, CAINE ROAD.

Apply to—**SAM WANG CO. LTD.**,
81, Queen's Road Central.
Hongkong, 30th September, 1900. [101]

TO LET

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers.

Apply to—**HENRY HUMPHREYS**,
Alexandra Buildings.
Hongkong, 11th November, 1900. [104]

TO LET

NO. 14, SEYMOUR TERRACE. Possession from 1st January, 1900.

Apply to—**THE COMPADORE DEPARTMENT**,
Messrs. GIBB, LIVINGSTON & CO.,
St. George's Building.
Hongkong, 2nd December, 1900. [112]

TO LET

STORAGE FOR COAL-TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Apply to—**THE COMPADORE DEPARTMENT**,
Messrs. GIBB, LIVINGSTON & CO.,
St. George's Building.
Hongkong, 8th June, 1900. [96]

TO LET

OFFICES in ALEXANDRA BUILDINGS.

Apply to—**SECRETARY**,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1900. [102]

TO LET

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. SHEWAN TOMES & CO.).

Apply to—**THE COMPADORE DEPARTMENT**,
E. D. SASSON & CO.,
Queen's Road Central.
Hongkong, 10th June, 1900. [105]

TO LET

FURNISHED from March, 2, CAMERON VILLAS for Summer months. Moderate Rent.

Apply to—**Messrs. LINSTEAD & DAVIS**,
Alexandra Buildings.
Hongkong, 30th January, 1900. [258]

TO LET

A BERTHOLWYN, Peak Road, from 1st March next. Excellently furnished, Hot and Cold Water laid on. Tennis Court and Swimming Bath.

Rent to suitable tenant \$225.00 a month, including taxes.

Apply to—**HUMPHREYS ESTATE AND FINANCE CO., LTD.**
Hongkong, 21st January, 1900. [125]

TO LET—FURNISHED.

"FUNG-SHUI" 121, PLANTATION ROAD, THE PEAK. Drawing and Dining Rooms, Three Large and One Small Bedrooms, Dressing and Bath Rooms, Pantry, Kitchen and Laundry, Servants' Quarters, Poultry House, Large Vegetable Garden, Flower Garden, and Lawn.

Apply to—**JOHNSON, STOKES & MASTER**,
Solicitors,
8, Des Vœux Road Central.
Hongkong, 9th January, 1900. [110]

INTIMATIONS

HARMSTON'S GRAND CIRCUS.

TO-NIGHT! TO-NIGHT!
THE SENSATION OF THE WORLD.
WILLIAM SCHULTZ LOOPING THE OPEN LOOP.
Must be seen to be believed.

AGAIN TO-NIGHT!
OUR NEW PROGRAMME.
COME AND SEE
THE TIGERS RIDING TRICYCLES AND EATING SUPPER.
AND
OUR ALL STAR COMPANY
in one of the
FINEST PROGRAMMES EVER PRESENTED TO THE HONGKONG PUBLIC.

NEXT MATINEE—
TO-MORROW (SATURDAY),
FEB. 6TH.
Doors Open at 2.30.
Performance at 3.30 P.M. sharp.
Children Half-Price at Matinees only.

N.B.—A Special Service of Cars will run between Post Office and the Circus before and after the Performance.

Booking at **ROBINSON PIANO CO., LTD.**
COL. R. LOVE,
Manager.

TO LET

NOS. 3 & 5, LYEEMOON VILLAS, Kowloon. Electric Light installed.

Apply to—**LEO D'ALMADA & CASTRO**,
No. 10, Queen's Road Central.
Hongkong, 3rd February, 1900. [272]

TO LET

ONE OFFICE ROOM in Prince's Building Second Floor.

Apply to—**REUTER, BROCKELMANN & CO.**
Hongkong, 1st February, 1900. [263]

TO LET

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—**CHATER & MODY**,
Victoria Buildings.
Hongkong, 1st February, 1900. [264]

TO LET

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—**HUMPHREYS ESTATE AND FINANCE CO., LTD.**
Hongkong, 18th January, 1900. [103]

TO LET

GOOD OFFICES at No. 2, PEDDER STREET.

Apply to—**JARDINE, MATHESON & Co., Ltd.**
Hongkong, 15th January, 1900. [194]

TO LET

COAL YARD. Immediate Possession. A PORTION OF THE COMPOUND of Marine Lot, No. 42, Wanchai, Praya East.

Apply to—**N. MODY & CO.**
Hongkong, 23rd July, 1900. [107]

TO LET

A HOUSE in MOUNTAIN VIEW for one or two years.

Apply to—**DENNYS & BOWLEY**,
Hongkong, 28th January, 1900. [219]

TO BE LET

"GLENTHORNE" with Tennis Court, Observatory Hill, Kowloon, from 1st March, 1900.

Apply to—**WHARF CO.**
Hongkong, 30th January, 1900. [257]

TO LET—FURNISHED.

THE "GROVE" MACDONNELL ROAD, from the 15th of March, 1900, for 12 months. Unfurnished—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—**Messrs. PERCY SMITH & SETH**,
No. 5, Queen's Road Central.
Hongkong, 20th January, 1900. [213]

TO LET

GODOWN, No. 5A, DUDDELL STREET.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 1st February, 1900. [98]

TO LET

NO. 3, ORMSBY VILLAS, KOWLOON. No. 8 BARROW TERRACE, Kowloon. Cheap Rental.

Apply to—**SPANISH DOMINICAN PROCURATION**,
Hongkong, 4th February, 1900. [280]

TO LET

THE FURNISHED FLAT on Top Floor of Messrs. DOUGLAS LAFRAIK & Co.'s OFFICES, Four Rooms with Kitchen and Bath Room. Terms on application to—**DOUGLAS LAFRAIK & Co.**,
No. 1, Douglas Street.
Hongkong, 4th February, 1900. [281]

THE EARTHQUAKE.

IMPRESSIONS OF MESSINA.

(FROM "THE TIMES" SPECIAL CORRESPONDENTS.)

MESSINA, Jan. 5, via MALTA, Jan. 7.
A city ruined and deserted, the dead silence of the horror stamped on the faces of the few persons who escaped and have not yet fled—that is what I have found at Messina. Of the many impressions that remain with me to-night three stand out above the rest.

When we had passed Scylla and rounded Capo del Faro, there was opened up a panorama of destruction. Faro, Paradiso, and all the villages along the coast were in ruins. Then Messina came into sight. The sun was setting, and a lovely fringe of violet hills, tranquil dark sea, and a sky of emerald and gold surrounded the scene of the world's greatest tragedy. At first the extent of the disaster was not apparent, for white walls showed prettily against the dark background, and it was hard to believe that the city was destroyed. But soon we saw that nothing remained but tottering shells. All along the magnificent curved sea-front was ruin; nothing broke the desolate line, nothing had been spared. And then we entered the harbour, and the most dreadful thing of all became apparent to us. Messina was dead. Throughout the length of the Corso Vittorio Emanuele, which a few days ago had been an esplanade busy with traffic and gay with life and colour, was silence, the silence of the grave. Sometimes a few soldiers passed, and at one point there was a small crowd waiting for a distribution of food. The rest was death. That was my first impression.

THE SCENE BY NIGHT.

The night fell, and the only illumination was from the lamps and searchlights of the many ships in the harbour. I was rowed ashore. The searchlight of an Italian warship played on a single spot, and to it the boatmen took me. I was where the troops had organized some sort of headquarters, and a little band of soldiers were sitting round a camp fire. They talked softly, as men do in the presence of death, and in the brilliant light from the ship it seemed that this was the only place alive in what had been a town of a hundred thousand inhabitants. This was my second impression.

I walked the length of the Corso, and then I realized the full horror of what had befallen Messina. A large city has been smothered as a glass dish would be smashed if it were thrown upon a stone floor. That any inhabitants survived seems miraculous; that the most appalling estimates of the loss of life have not been exaggerations appears evident. To go into details is useless. It is ruin everywhere. The only thing I found intact was Montorselli's beautiful fountain of Neptune.

And over all was the same awful silence. I did not see a hundred refugees. There are about 2,000 left who mostly sleep in the ship in the harbour while perhaps 5,000 are on the hills behind the town. The rest are dead or have fled. Of the army, the crowding horror is the belief, any certainty, that under some of those hideous masses of fallen bricks and stone are human beings who are slowly perishing. Three more persons were dug out alive to-day. They were best not to dwell on the thought of the others, for to save more than a very few is impossible.

NO COMPARISON WITH SAN FRANCISCO.

From this last blow the most unfortunate of all historic cities cannot, I fear, recover. It seems impossible that there can be another Messina; the disaster is too complete, too overwhelming. There is not a habitable building left. I suppose that comparisons have been made with the destruction of San Francisco. No real comparison is possible. I was in San Francisco five days after the earthquake and already wooden structures were being put up, work had begun on the tramway lines, and the main streets were crowded with cheerful, hopeful people. The residential portion of the city had been spared, and just across the bay was Oakland to serve as a temporary place of business. The case of Messina is altogether different. Soon there will be nobody left but the troops. A small settlement may be established, but Messina has disappeared.

The British are doing admirable work. Not only are our warships aiding the sufferers, but our merchant vessels are also helping. The steamship *Vita*, which brought me here, was used by Captain Lawton at the disposal of the Italian Government, and carried a large quantity of supplies. One passenger was a young man who had lost all his relations through the disaster. The Italian naval and military authorities are working admirably, and the stories of the lack of organization are quite untrue.

MESSINA, Jan. 6.

His Majesty's ship *Canopus* arrived last night with 90 tons of flour and a considerable amount of medical supplies and bedding, which she will to-day convey to San Giovanni, whence the *Erin* will have returned. The authorities have finally decided what they will do with the town. Measures are now being taken to deport all the remaining inhabitants to other places. The town will then be handed over to the military, who will endeavour to create some order out of the chaos.

YESTERDAY NO FEWER THAN 37 LIVING PERSONS.

were released from their imprisonment, including the captain of the fort. The greatest disaster prevails in the villages around Messina. No supplies have so far been sent to them.

A HELPER'S EXPERIENCES.

ROME, January 7th.
I have just seen one of the first people to arrive at Messina after the catastrophe, who has now returned to Rome after a week's work in the centre of the city, where he established an ambulance. Though expecting the worst, he said there was no stretch of imagination could have prepared him for the awful reality, which was beyond all powers of description. He had returned because there was nothing now left to do in Messina but to bury the dead. It was a city of 150,000 inhabitants, exclusive of its suburbs; it is now a collection of formless mounds and ruins, in the centre of which a vast fire is still burning. Beneath those mounds lie the bodies of some four-fifths of its inhabitants, for he does not believe that more than 30,000 people have escaped. The wretched survivors who have not yet been taken away are now to be counted by hundreds. Absolute silence reigns, which is only broken now and then by the shots fired at stray dogs. The only movement is the endless procession of dead bodies, which are carried away for burial. These are bodies which are found in the open, or are extricated in the search for the living, for it has been impossible to think of spending time in looking for the dead. As to that, he believed, that it would take an army of men two years to clear the city. It could not have been more completely blotted out.

leaving the core of the house exposed like an open doll's house, with the floors intact. Indeed, he thought that the inhabitants would have had a slightly better chance of safety by remaining in their beds, for in the streets death must have been almost certain; they were choked from end to end with heaps of masonry. But in most cases the houses had fallen entirely, leaving a shapeless mound. Houses and streets are reduced to indistinguishable masses of broken rubble, beneath which lies the population of Messina. What struck him most was the awful silence. And this, he learnt from survivors, fell upon the city from the very first when the last thunder of the earthquake had died away, and had left the city stricken dumb. He spoke, too, of the dull subterranean thunder which accompanied the lesser shocks which have continued on and off during the last week.

His own work had been the establishment of an ambulance station in a clear space in the work of rescue, the horrors of which, physical and mental, he could not describe. The rescue work was enormously helped by the fire brigades of different cities in Italy, whose reckless courage was beyond all praise. They were greatly helped, too, by the Russian sailors, and admirably seconded by the Italian army and navy, both of which, mark and file, had laboured incessantly with the utmost devotion. Of the British sailors, of the perfect organization of their ambulances, of their ready and generous response to every appeal, and of the invaluable help they had given at the most critical time he could not speak too warmly.

THE SITUATION IN CALABRIA.

With every more favourable report from one locality in Calabria comes news of the discovery of a greater disaster elsewhere. Whichever way the sun is worked, either by counting the living or by computing the proportion of dead from the proportion of survivors in separate families (my friend told me that in Messina he rarely heard of more than one in seven being saved), the terrible total of mortality seems to grow. The tale of distress, too, in Calabria grows, and sign of diminution, and the ship *Beyers*, which sailed to-day with the American Ambassador and a relief expedition, will find need of all the supplies and assistance they can bring to the smaller ruined towns on the Calabrian coast. A word of praise is due to the wonderful promptitude and thoroughness with which the American Embassy and colony have carried out their plan of relief, and still more praise to the generosity of those volunteers, who, like Mr. John Elliott, Mr. Nelson Gay, and Mr. Wilfrid Thompson, have abandoned their own work in Rome, and have given what was more valuable than money, their own time and personal services.

The Deputy de Nava has telegraphed to the *Gazzetta d'Italia* an account of the rescue work in Calabria, in which he speaks in warm admiration of the assistance given by the British ships, declaring that the names of their commanders and the memory of their officers and sailors will remain indelible.

MARVELS OF SURGERY.

NEW KNOWLEDGE OF THE APPENDIX AND ITS USE.

That much-abused organ of the human body, the appendix vermiformis, which we have been led to believe is merely a vestigial organ of no worth or use, and can readily be dispensed with, has, it seems, its uses after all.

Although it has not been proved that appendicectomy (a term which is used for the washing out of the bowel) will save off or postpone the degeneration of old age, it is probable that that the case and the person of 90 should have the rigor and health of youth—if he has retained the appendix, and has submitted to appendicectomy.

In a paper read before the Surgical section of the Royal Society of Medicine, and published in the current number of the "Lancet," Dr. C. B. Keetley, senior surgeon of the West London Hospital, adduces some remarkable reasons why the surgeon should attempt to preserve the appendix in cases of appendicitis, rather than sacrifice that organ. Its successful removal has been regarded as one of the wonders of modern surgery, its preservation by means of transplantation in the instance quoted by Dr. Keetley is nothing short of marvellous.

Sir William MacEwen Dr. Keetley tells us, has demonstrated that the appendix has physiological uses; and so eminent a scientist as Professor Metchnikoff has suggested that the degeneration of old age are to a large extent the effects of toxins manufactured by the bacteria which swarm in the large intestine. Among the facts bearing on the question, he has reminded us of the great ages attained by birds, such as parrots and ravens, who have no large intestine.

Still, the fact remains that human beings have the large intestine; the point to be decided is, how to clear it of the bacteria which take up their quarters in it, to the utter discomfort of the owner of the appendix. It has been discovered that appendicectomy, when used for regular frequent, and considerable injections of water, at one and the same time feeds the blood with liquid, and washes out of the large intestine its noxious germs and their toxins.

Appendicitis is a dangerous disease, not because of the nature of the appendix but because of its position. This is not disputed. How trivial a malady even perforative appendicitis becomes when the appendix is securely embedded in the substance of the abdominal wall is indicated by the history of two cases (the cases are recorded in detail).

The inference, the force which Dr. Keetley draws from the success of these operations is, that "an appendix transplanted is an appendix disarmed."

RIGAUD'S KANANGA OF JAPAN TOILET WATER

Recours of Imitations.

RIGAUD & Co
PARFUMERS
8, rue Vivienne, 8
Paris-France

YOU AND YOURSELF.

WHEN YOU ARE ILL, DO YOU KNOW WHAT MAKES YOU ILL?

"Know thyself" is a useful proverb. But how many people do know themselves? Do you? When you are ill do you know what is making you ill? Could you give a reason? Could you guess the cause?

If you have an Abscess, there is no doubt about your condition. There is the sore place to be seen.

Similarly, men or women with a cold on the chest and a severe cough, have definite symptoms and can describe precisely what is wrong with them, when the doctor calls.

But most people are not ill in these plain, obvious, matter-of-fact ways—many times in their lives.

They may be constantly ill, in vague, uneasy ways—Beyond realising one or two vague causes of distress, apparently of little moment, they seem well and feel they ought to be well.

Only they never are well. One gets up in the morning tired. Another feels dull and heavy. Another flushed in the face, and has palpitation on mounting the stairs. Still another feels depressed at the end of the day and cannot sleep at night, though tired out.

Or, the tongue is coated. Food does not tempt and gives no pleasure. Eating is an ordeal and pain follows it—sometimes sickness. Dizziness occurs. Flatulence is common. The system becomes irregular.

Any one of these symptoms makes a man or woman feel ill. No need for the doctor, they say. Nothing really the matter. But they go on suffering.

Who? The stomach is the cause. The stomach is the most used, most delicate, most important organ in the body.

It is worked harder than any other. It literally keeps the body alive in the same way that the fire gives steam for the engine.

Put it ever so slightly out of order and there is trouble. A distressing symptom is set up. Discomfort follows. A feeling of actual illness sets in.

Next time you feel that way, don't worry and suffer. Go to your chemist. Ask for medicine he knows—a medicine millions know—Mother Seigel's Syrup.

Take a dose as directed, day by day, faithfully. You will find the system toned up. The little disquieting worries disappear one by one.

Again, why? Why Seigel's Syrup deals with the stomach and makes it its own work in the proper way.

Indigestion, the root cause of nine-tenths of human suffering, once corrected, you get well. Your other troubles arising from Indigestion disappear—they cannot exist with a digestion set right by Mother Seigel's Syrup. Mrs. Pearce, of 7, Ann's Terrace, Chadwell Heath, Essex, writing on April 30th, 1900, says:—

"Whatever I ate caused me intense pain, and I was tormented with wind and bile. The trouble was indigestion. Nothing relieved me until I tried Mother Seigel's Syrup. Within half-an-hour of my first dose I felt relieved, and my complete cure soon followed."

Mother Seigel's Syrup is also prepared in Tablet form as Mother Seigel's Syrup Tablets. Price 2/9. [74-5]

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 4th at 11.55 a.m.—The barometer has fallen rapidly over E. Japan owing to the depression which is moving towards N.E. to the South of Hokkaido.

A anticyclonic area lies over the Yangtze Valley and pressure has increased considerably over the seas coast and the Loochoos.

Strong monsoon will prevail in the Formosa Channel and the China sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. N.E. winds, fresh; fair, cloudy.

Formosa Channel. N.E. winds, strong.

South coast of China between Hongkong and Loochoos. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 2.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length ... 722 feet
Length on Blocks ... 714 "

Width of Entrance on Top ... 964 "

Width of Entrance on Bottom ... 884 "

Water on Blocks at Spring Tide ... 342 "

DOCK No. 1.
Extreme Length ... 523 feet
Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 64 "

DOCK No. 2.
Extreme Length ... 371 feet
Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.
Suitable for vessels up to 1,000 tons.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING, REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT

PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLENROCH AND HAS BEEN IN USE SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

For PREVENTION For CURE

It is an admitted fact that prevention is better than cure, and in no case is it more true than in regard to bodily health. What may at first be but a slight ailment may, if allowed to go unchecked, develop into a real danger—only to be removed at the expense of much sacrifice and suffering. It is well, therefore, to understand that, taken in time, BEECHAM'S PILLS will quickly go to the root of the trouble and prevent serious illness.

If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels, Beecham's Pills may be relied upon with the greatest confidence, not only to give immediate relief, but to effect a permanent cure. This medicine acts successfully in cases where more potent means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, secretion, and excretion, and many even who regard themselves as confirmed invalids might regain all their health and happiness if they would only

TAKE BEECHAM'S PILLS.

Sold everywhere in boxes, price 2/6, 1/11 & 2/9.

THE MITSUI BUSSAN KAISHA
SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

DRINK

"ASAHI" & "SAPPORO" BEER

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	BRITANNIA	10 A.M., 5th Febr.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 6th Febr.	See Special of Call.
LONDON and ANTWERP	NYANZA	About 10th Febr.	Freight and Passage.
ANG, COLOMBO PORT	Capt. H. S. Bradshaw		
SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE	PALAWAN	About 13th Febr.	Freight and Passage.
and YOKOHAMA	Capt. C. E. Longden, R.N.R.		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th February, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 7th Febr., D'light
HAIPHONG	"SINGAN"	On 9th Febr., 10 A.M.
MANILA	"TEAM"	On 9th Febr., 3 P.M.
MANILA	"TAMING"	On 15th Febr., 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 26th Febr., 4 P.M.
MANILA, ZAMBOANGA and AUSTRALIA	"CHANGSHA"	On 8th April, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—
HONGKONG, 5th February, 1909.

BUTTERFIELD & SWIRE,
AGENTS

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 5th Febr., 4 P.M.
SHANGHAI	"HANGSANG"	Saturday, 6th Febr., D'light
SHANGHAI	"ESANG"	Monday, 8th Febr., 4 P.M.
SINGAPORE, PENANG & CALUTTA	"SUISANG"	Monday, 8th Febr., 4 P.M.
SINGAPORE, PENANG & CALUTTA	"FOOKSANG"	Wednesday, 10th Febr., Noon
SEHAI, YOKOHAMA, KOBÉ & MOJI	"YUENSANG"	Friday, 12th Febr., 4 P.M.
SEHAI, YOKOHAMA, KOBÉ & MOJI	"KUTSANG"	Tuesday, 2nd March, Noon

FOR THE MANILA CARNIVAL
FEBRUARY 2nd to 9th, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila on the 23rd January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—
HONGKONG, 5th February, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW	"DALIN MARU"	SUNDAY, 7th Febr., at 10 A.M.
AMOI	Capt. Y. KADURAKI	
SHANGHAI VIA SWATOW	"CHOSHUN MARU"	THURSDAY, 11th Febr., at 8 A.M.
AMOI & POCHOW	Capt. T. SURUGA	
ANPING VIA SWATOW	"SHOSHU MARU"	WED'DAY, 17th Febr., at 8 A.M.
AMOI	Capt. IZCHI	

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th February, 1909.

T. ARIMA, Manager

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOI & POCHOW	FRIDAY, 5th Febr., at Noon
"HAIYANG"	SWATOW, AMOI & POCHOW	TUESDAY, 9th Febr., at Noon

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd February, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI & TIENTSIN: S.S. CONSTANTIA 6th Febr.	FOR HAVRE & HAMBURG: S.S. SLAVONIA 23rd Febr.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. DORTMUND 11th Febr.	FOR BREMEN & HAMBURG: S.S. ANDALUSIA 27th Febr.
S.S. SPEZIA 18th Febr.	
S.S. JLYRIA 18th Febr.	
S.S. AMBRIA 28th Febr.	
S.S. LIBERIA 11th March	
S.S. VANDALIA 19th March	
S.S. SILEZIA 30th March	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 4th February, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 6th Febr., Noon.
ZAFIRO	2540	R. Redger	Manila	On 13th Febr., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 22nd January, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	On 10th February.
MARSEILLES, HAVRE and COPENHAGEN	"YEDDO"	On 20th February.

For Further Particulars apply to—
HONGKONG, 5th February, 1909.

MELCHERS & Co.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 10th Feb.
ATSUTA MARU	(Capt. W. THOMPSON)	About Wed. 7th April.
MIYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 5th May.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 3rd February, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SANUKI MARU Capt. K. Homma	6112	WED'DAY, 17th Febr., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA and YOKOHAMA	AWA MARU Capt. A. Keith	6309	WED'DAY, 3rd March, at Daylight.
SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA and YOKOHAMA	S. J. G. PARSONS Capt. G. S. Lapraik	6320	TUESDAY, 16th Febr., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	6301	TUESDAY, 2nd March, at Noon.
KOBÉ and YOKOHAMA	NIKKO MARU Capt. M. Yagi	3817	FRIDAY, 19th Febr., at Noon.
BOMBAY via SINGAPORE and COLOMBO	INABA MARU Capt. Wm. Bainbridge	5539	FRIDAY, 19th March, at Noon.
SHANGHAI & KOBE	WAKAMIYA MARU Capt. T. Yamawaki	6189	SATURDAY, 6th Febr., at Daylight.
NAGASAKI, KOBE and YOKOHAMA	YEBOSHI MARU Capt. E. Kon	3798	SUNDAY, 7th Febr., at Noon.
	NIKKO MARU Capt. R. Swain	5539	WED'DAY, 17th Febr., at Noon.

* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.

‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 4th February, 1909.

T. KUSUMOTO,
MANAGER.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of Febr.	JAVA	First half of Febr.
TJIPANAS	JAVA	First half of Febr.	AMOY	First half of Febr.
TJIBODAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAPAN	Second half of Febr.	JAVA	Second half of Febr.
TJILIWONG	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIMAH	JAVA	First half of March	SHANGHAI	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 4th February, 1909.

Telephone No. 375.

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PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINCESS ALICE"	10,911	ON MARCH 10TH.
Capt. P. GROSCHE		
"KLEIST"	9,000	ON MARCH 24TH.
Capt. R. MEYER		
"PRINZ LUDWIG"	9,639	ON APRIL 7TH.
Capt. F. V. BINZER		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,
GENERAL AGENTS.

Hongkong, 5th February, 1909.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COY.

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES	APRIL 17TH.
LONDON	APRIL 24TH.

FARES TO LONDON:—

1st SALOON	£71.10	SINGLE	£106.14	RETURN.
2nd	£48.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

Hongkong 1st January, 1909.

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SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanengtau), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchwang), 4 hours from Tashihiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.
ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add: "YAMATO").
ALDAIREN (DALNY), PORT ARTHUR and CHANGCHUN (KWANCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST AND EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO. FUSHUN COAL.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add: "MANCHU." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—
15, DES VŒUX ROAD,
HONGKONG.

Japan Office:—
14, WATER STREET,
YOKOHAMA.

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POST-OFFICE NOTICE

Correspondence for EUROPE, via SIBERIA, forwarded from HONGKONG by all vessels sailing for SHANGHAI.

The Public are informed that in consequence of an increase in the charges made by the American Express Company for forwarding parcels through the United States Customs, it has become necessary to increase by 30 cents (three pence) the rates of postage on parcels sent to the United States of America by the semi-official parcel post via London.

Approximate times of closing mails at Shanghai via Dalny and Siberia.

11th February	at 8.15 p.m.
18th February	at 7.45 a.m.
25th February	at 8.15 p.m.
5th March	at 7.45 a.m.
12th March	at 11.45 a.m.
18th March	at 8.15 p.m.

The Siberia, with the American mail is due to arrive here to-day.

FOR	PER	DATE
Haiphong	Hongkong	Friday, 5th, 9.00 A.M.
Shanghai	Britannia	Friday, 5th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiphong	Friday, 5th, 11.00 A.M.
Bangkok	Shantung	Friday, 5th, 11.00 A.M.
Singapore, Penang and Calcutta	Lightning	Friday, 5th, 1.00 P.M.
Manila	Seminoles	Friday, 5th, 1.15 P.M.
Macao	Sui Tai	Friday, 5th, 3.00 P.M.
Manila	Longgan	Friday, 5th, 3.00 P.M.
Shanghai	Hongkong	Friday, 5th, 3.00 P.M.
Swatow and Sourabaya	Daiya Maru	Friday, 5th, 5.00 P.M.
Macao and Singapore	Van Horn	Friday, 5th, 5.00 P.M.
Kobe and Yokohama	Inaba Maru	Friday, 5th, 5.00 P.M.
Hoibow and Haiphong	Amoy	Friday, 5th, 5.00 P.M.
Singapore, Penang and Calcutta	Bubu	Saturday, 6th, 10.00 A.M.
Europe, &c, India via Tientsin	Suisang	Saturday, 6th, 10.00 A.M.
Late Letters 11.00 to Noon Extra Postage 10 cents.		
Supplementary mail on board up to the time fixed for departure of the mail.		
Extra Postage 10 cents.		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
The Parcel mail will be closed to-day, at 5 p.m.		
Macao	Sui Tai	Saturday, 6th, 1.15 P.M.
Shanghai	Amoy	Saturday, 6th, 5.00 P.M.
Amoy, Singapore and Bangkok	Pharang	Sunday, 7th, 9.00 A.M.
Swatow, Amoy and Tamsui	Daiya Maru	Sunday, 7th, 9.00 A.M.
Swatow and Bangkok	Choiting	Sunday, 7th, 9.00 A.M.
Haiphong	Singapore	Tuesday, 9th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiphong	Tuesday, 9th, 9.00 A.M.
Singapore, Penang and Calcutta	Fookang	Tuesday, 9th, 10.00 A.M.

SHIPPING IN PORT.

AMARA, British str., 1565, Maitok, 2nd Feb.—Karatun 28th Jan., Coal—Mitsui Bishi Goshi Kaisha.

AMICO, German str., 322, Franden, 3rd Feb.—Haiphong 29th Jan., and Hoibow 1st Feb.—General and Rice—Jensen & Co.

ANKUT, British str., 1350, S. Monthol, 3rd Feb.—Shanghai 31st Jan., General—Butterfield & Swire.

ARIAKE MARU, Japanese str., 2132, Angawa, 30th Jan.—Mojito 25th Jan., Coal—Mitsui Bussan Kaisha.

BANGKOK, German str., 1237, Nicolaisen, 30th Jan.—Bangkok 22nd Jan., Rice—Butterfield & Swire.

CHOWING, German str., 1022, J. Bruhn, 24th Jan.—Bangkok 14th Jan., Rice, Salt and Teakwood—Butterfield & Swire.

CHOWFA, German str., 1026, Rehr, 29th Jan.—Bangkok 21st Jan., Rice—Butterfield & Swire.

DAIYA MARU, Japanese str., 1735, Kabayashi, 31st Jan.—Wakamatsu 25th Jan., Coal—Mitsui Bussan Kaisha.

DRUPAR, Norwegian str., 1102, J. Birg, 31st Jan.—Chimling 26th Jan., Groundnut—Hamburg-Amerika Linie.

EASTERN, British str., 2272, W. G. McArthur, 1st Feb.—Kobe 26th Jan., General—Gibb, Livingstone & Co.

EMPEROR OF CHINA, British str., 3046, R. Archibald, R.N.R. 22nd Jan.—Vancouver, B. C. 21st Jan., General—C. P. R. Co.

ESANO, British str., 1127, Myrick, 2nd Feb.—Chinkiang 29th Jan., General—Jardine, Matheson & Co.

FRITHOF, Norwegian str., 891, O. Andersen, 29th Jan.—Pulo Laut 21st Jan., Coal—Aagaard Thoresen & Co.

FUKUYA MARU, Jap. str., 1946, Kumawaki, 29th Jan.—Mojito 24th Jan., Coal—Mitsui Bishi Goshi Kaisha.

GERMANIA, German str., 1600, H. Flugel, 23rd Jan.—Sydney 10th Dec., Koyen—Siemssen & Co.

HAIPHONG, British str., 1167, W. C. Passmore, 3rd Feb.—Fookang, Amoy and Swatow 2nd Feb., General—Douglas, LaPraik & Co.

HAIPHONG, British str., 1163, Roush, 29th Jan.—Swatow 28th Jan., General—Douglas, LaPraik & Co.

HALDIS, Norwegian str., 1056, Solberg, 20th Jan.—Swatow 19th Jan., Ballast—Aagaard Thoresen & Co.

HANGANG, British str., 1356, S. Wilde, 1st Feb.—Shanghai 27th Jan., General—Jardine, Matheson & Co.

HANYANG, British str., 1207, Trowbridge, 31st Jan.—Daly 23rd and Chefoo 25th Jan., General—Butterfield & Swire.

HONGKONG, French str., 742, Cornelissen, 3rd Feb.—Haiphong and Hoibow 2nd Feb., General—A. R. Marry.

JOHANN, German str., 952, J. J. Jensen, 27th Jan.—Saigon 21st Jan., Rice—Jensen & Co.

KURICHOW, British str., 1787, G. Hooker, 24th Jan.—Fookang 17th Jan., Sugar—Butterfield & Swire.

KWANGSI, British str., 1228, Stott, 1st Feb.—Chinkiang and Amoy 31st Jan., General—Butterfield & Swire.

KWANGTAI, Chinese str., 1536, W. H. Luht, 1st Feb.—Shanghai 29th Jan., General—Chinese.

LIGHTNING, British str., 2122, A. E. Gentles, 26th Jan.—Singapore 20th Jan., General—David Sassoon & Co.

LOOSBUN, German str., 1020, W. Tumbert, 27th Jan.—Bangkok 18th Jan., Rice—Butterfield & Swire.

LOONGGAN, British str., 1092, S. J. Payne, 1st Feb.—Manila 29th Jan., General—Jardine, Matheson & Co.

LOYAL, German str., 1337, F. Natzius, 28th Jan.—Bangkok 17th Jan., General—Sander, Wieler & Co.

MATHILDE KÖRNER, German str., 1847, M. 3rd Feb.—Mojito 29th Jan., Coal—Jensen & Co.

MERAPI, Dutch str., 1597, Uldall, 3rd Feb.—Singapore 26th Jan., Sugar—Chinese.

NANCHANG, British str., 1044, G. I. Spinks, 2nd Feb.—Hollo 29th Jan., Sugar—Butterfield & Swire.

PHUENH, British str., 1065, J. H. Scott, 27th Jan.—Saigon 21st Jan., Rice—Chinese.

PERANANG, German str., 1021, Fr. v. Mangelsdorf, 27th Jan.—Bangkok 18th Jan., Rice—Butterfield & Swire.

PROTECTOR, Danish str., 145, Neilsen, 25th Jan.—Haiphong 23rd Jan.—Aagaard Thoresen & Co.

RUBI, British str., 1619, R. Almond, 1st Feb.—Manila 30th Jan., General—Shewan, Tomes & Co.

SEMINOLE, British str., 3796, H. D. Clarke, 28th Jan.—Swatow 27th Jan., Waterballast—Standard Oil Co. of New York.

SHANTUNG, British str., 1335, Gesewich, 22nd Jan.—Bangkok 12th Jan., Rice—Butterfield & Swire.

SHAOHUNG, British str., 1312, McIntosh, 3rd Feb.—Shanghai 30th Jan., General—Butterfield & Swire.

SHINKO MARU, Japanese str., 1605, Seki, 1st Feb.—Mojito 24th Jan., Coal—Ataka & Co.

SHIRI MARU, Japanese str., 1383, K. Tomazawa, 25th Jan.—Mojito 19th Jan., General—Ataka.

STANDARD, Norwegian str., 895, H. Bull, 28th Jan.—Saigon 22nd Jan., Rice—Aagaard Thoresen & Co.

STERN, British str., 2246, C. Sangster, 31st Jan.—Fookang 29th Jan., Oil—Geo. McBain & Co.

SUIRANG, British str., 1785, W. D. Walsh, 16th Jan.—Singapore 8th Jan., General—Jardine, Matheson & Co.

TAISHAN, British str., 1225, J. S. Laing, 24th Jan.—Saigon 19th Jan., Rice—Bradley & Co.

TARLAC, American str., 553, Gastanaga, 27th Jan.—Manila 20th Jan., Ballast—Order.

TRIMAC, British str., 1340, J. Williams, 31st Jan.—Saigon 20th Jan., Rice and General—Chinese.

TRUCER, British str., 9018, G. W. Parkinson, 3rd Feb.—Shanghai 29th Jan., General—Butterfield & Swire.

TUNOVS, Norwegian str., 1039, G. Fr. Krogh, 1st Feb.—Wuhu 26th and Chinkiang 27th Jan., Rice—Hamburg-Amerika Linie.

WOSANG, British str., 1127, G. McHussey, 3rd Feb.—Wuhu 29th Jan., Rice—Jardine, Matheson & Co.

YATSHING, British str., 1424, Courtney, 2nd Feb.—Wellauiwei 28th Jan., General—Jardine, Matheson & Co.

SAILING VESSELS.

ANNIE E. SMILE, American 4-masted barque, 809, John F. Colstrap, 13th Dec.—Portland Oregon 8th Oct., Lumber—Mr. Jack.

DAYLIGHT, British barque, 3060, M. Bryde, 9th October—Yokohama 14th September, Ballast—Standard Oil Co.

LYNDHURST, British 4-masted barque, 2500 Parnell, 14th September—Bangkok 25th August, Case Oil—Standard Oil Co.

SHARE LIST.—QUOTATIONS.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
Hongkong and Shanghai Bank Corporation.	120,000	\$125	all	\$895, 1/2
National Bank of China, Limited.	99,925	£7	26	\$51, buyers
Canton Insurance Office Co., Limited.	10,000	\$260	\$50	\$190, sellers
China Traders Insurance Co., Limited.	24,000	\$83.33	\$25	\$874, buyers
North China Insurance Co., Limited.	10,000	\$15	\$5	Tls. 100.
Union Insurance Society, Limited.	10,000	\$250	\$100	\$830, sales
Yangtze Insurance Association, Limited.	12,000	\$100	\$60	\$1774.
China Fire Insurance Co., Limited.	20,000	\$100	20	\$106.
Hongkong Fire Insurance Co., Limited.	8,000	\$250	50	\$330, sales
Hongkong and Whampoa Dock Co., Limited.	50,000	\$50	all	\$90, sales
Geo. Fenwick & Co., Limited.	18,000	\$25	\$25	\$12, sellers
New Amoy Dock Co., Limited.	10,000	\$64	\$64	\$94, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77.
STAMBOARDS, TUGS, ETC.				
China and Manilla Steamship Co., Limited.	30,000	\$25	\$25	\$12, sellers
Douglas Steamship Co., Limited.	20,000	\$50	all	\$34.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$294, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$37, sellers
Star Ferry Company, Limited.	10,000	\$10	\$10	\$123.
Shell Transport & Trading Co., Limited.	10,000	\$10	\$5	\$15.
Taku Tug and Lighter Co., Limited.	2,000,000	\$21	\$21	\$46, buyers
Shanghai Tug and Lighter Co., Limited.	8,600	Tls. 50	Tls. 50	Tls. 45.
Do. Preference.	200,000	Tls. 50	Tls. 50	Tls. 474.
China Sugar Company, Limited.	20,000	\$100	all	\$130, sales
Luzon Sugar Company, Limited.	7,000	\$100	all	\$17, sellers
Perak Sugar Cultivation Co., Limited.	7,000	Tls. 50	Tls. 50	Tls. 974.
Hongkong and Kowloon Wharf & Godown Co. Shanghai and Hongkong Wharf Co.	60,000	\$50	all	\$45, sal. & sel.
	32,000	Tls. 100	Tls. 100	Tls. 153.
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	100	\$90, buyers
Shanghai Land Investment Co., Limited.	78,000	Tls. 50	Tls. 50	Tls. 120.
Kowloon Land and Building Company.	6,000	\$50	\$30	\$32, sellers
Wei-hai-wei Land and Building Co.	3,674	Tls. 25	Tls. 25	Tls. 9.
Humphreys' Estate and Finance Co.	150,000	\$10	all	\$9, buyers
West Point Building Co., Limited.	12,500	\$50	\$50	\$44, sellers
THE PEAK TRAMWAYS CO., LIMITED.				
	25,000	\$10	all	\$14.
	50,000	\$10	\$1	\$2.
MINING.				
Societe Francaise des Charbonnages du Tonkin	18,000	Fcs. 250	all	\$590, buyers
Rand Australian Gold Mining Co., Limited.	200,000	\$1	18/10	\$84, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Limited.	12,000	\$50	all	\$90.
Astor House Hotel Co., Limited (Shanghai).	30,000	\$25	\$25	\$161.
DISPENSARIES.				
A. S. Watson & Co., Limited.	90,000	\$10	\$10	\$94, sellers
Watkins, Limited.	10,000	\$10	\$10	\$2, buyers
LIGHTING.				
Hongkong and China Gas Co., Limited.	7,000	\$10	all	\$200, buyers
Shanghai Gas Company, Limited.	8,000	Tls. 50	Tls. 50	Tls. 121.
Hongkong Electric Co., Limited.	60,000	\$10	\$10	\$19.
MISCELLANEOUS.				
Green Island Cement Co., Limited.	400,000	\$10	10	\$9.75, sellers
Hongkong Milling Co., Ltd. (in Liquidation).	10,000	\$100	\$100	Nominal
Bell's Asbestos Eastern Agency, Limited.	3,604	\$12/6	12/6	\$9, buyers
United Asbestos Oriental Agency, Limited.	9,000 only.	\$10	\$4	\$124.
Union Waterbury Co., Limited.	100 shares	\$10	\$10	\$230.
Hongkong Battery Farm Co., Limited.	50,000	\$10	\$10	\$10.
Hongkong Ice Company, Limited.	25,000	\$75	\$6	\$14, sellers
Robinson Piano Co., Limited.	5,000	\$25	\$25	\$220, sellers
Shanghai Waterworks Co., Limited.	16,350	\$20	\$20	\$59, sellers
Hongkong Rope Manufacturing Co., Limited.	60,000	\$10	all	\$25, buyers
Hongkong Cotton Spinning Co., Limited.	125,000	\$10	\$10	\$10, sellers
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 36.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 67.
Laon-Kung-Mow Cotton Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 76.
Soy Chee Cotton Spinning Co., Limited.	2,000	Tls. 500	Tls. 500	Tls. 280.
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$10.
China Borneo Company, Limited.	60,000	\$12	\$12	\$14, buyers
Campbell, Moore & Co., Limited.	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited.	12,000	\$7	\$7	\$4, sellers
South China Morning Post.	5,000	\$25	\$25	\$24, sellers
China Light and Power Company.	50,000	\$1	\$1	\$43.
Steam Laundry Company, Limited.	20,000	\$5	\$5	\$54.
Weissmann, Limited.	175	\$100	\$100	\$140.
ORIENTAL COMPANIES.				
Philippine Co., Limited.	67,500	\$10	\$10	\$8, sellers
Alhambra, Limited.	300	\$500	\$50	Nominal

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD," having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th Feb., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th February, at 9.30 A.M. All Claims must reach us before the 10th Feb., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 29th January, 1909. [5]

FROM EUROPE.

THE H.A.L. Steamship

"SAXONIA," Captain Bahle, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding their discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and restored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 1st February, 1909. [265]

S.S. "BALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Cordonan" and "Charante" from Havre ex s.s. "Cordonan" from Bordeaux ex s.s. "Cambrai" and "Ville de Bordeaux" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 8th Feb., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th Feb., or they will not be recognized.

All damaged packages will be examined on Monday, the 8th Feb., at 3 p.m.

No Fire Insurance has been effected. P. DE CHAMPAGNIN, Agent.

Hongkong, 1st February, 1909. [2]

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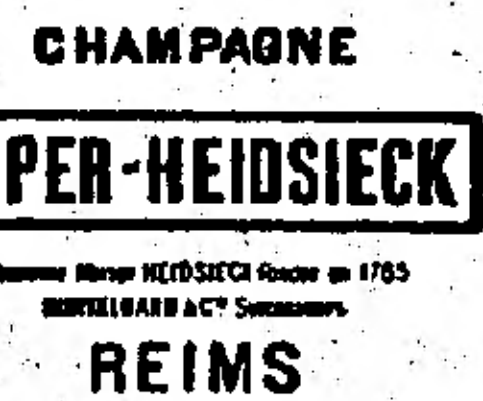
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FOR THE RACES



SOLE AGENTS—

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

[38]

TO-MORROW.

Twelfth Ordinary Annual Meeting, China Provident Loan & Mortgage Co., Ltd., 11.30 a.m. Ordinary Annual General Meeting, Humphreys Estate & Finance Co., Ltd., noon.

COMMERCIAL.

EXCHANGE CLOSING QUOTATION.

	February 4th
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